PROPOSED

BRIDGELAND/ RIVERSIDE

Proposed Amendments to the Area Redevelopment Plan

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

JULY 1991

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92-00371/

FIVE YEAR REVIEW
BRIDGELAND-RIVERSIDE

INTRODUCTION

On 1988 September 12, City Council approved the Calgary Planning Commission Report M-4 (1988 June 29) which recommended that Phase II of the Review of the Bridgeland-Riverside Area Redevelopment Plan (A.R.P.) be carried out. The main issues that were to be addressed are shown on Figure 1 and are outlined below:

1. Establish a land use policy for Tom Campbell's Hill.

2. Redesignate to PE lands purchased for open space.

3. Revise the transportation map.

4. Establish a commercial/residential boundary on the north and south sides of 1 Avenue N.E.

5. Revise the floodplain guideline in the A.R.P.

6. Review the land use policies for the residential area between 6 and 8 Streets N.E., south of the Bow Valley Centre (General Hospital).

7. Prepare development guidelines for the commercial and residential areas which reflect the heritage features of the community.

8. Address the sale of publicly-owned escarpment lands.

9. Prepare a revitalization plan for the commercial areas on 1 Avenue N.E. and on the Edmonton Trail couplet.

10. Address the problem of shortcutting traffic on 1 Avenue N.E. and 10 Street N.E.

11. Prepare a land use policy for the Trojan lands (these lands are currently outside the A.R.P. boundaries).

During the course of the A.R.P., Review a number of other policy issues were raised and have resulted in proposed amendments to the Bridgeland-Riverside A.R.P. These issues are outlined below and some of them are shown on Figure 1.

12. Develop a plan for a "seniors' park" in the southeast part of the community.

13. Adjust the north and east boundaries of the A.R.P.

14. Address the noise problems associated with residential apartments built to their maximum height, located adjacent to the 4th Avenue N.E. fly-over.

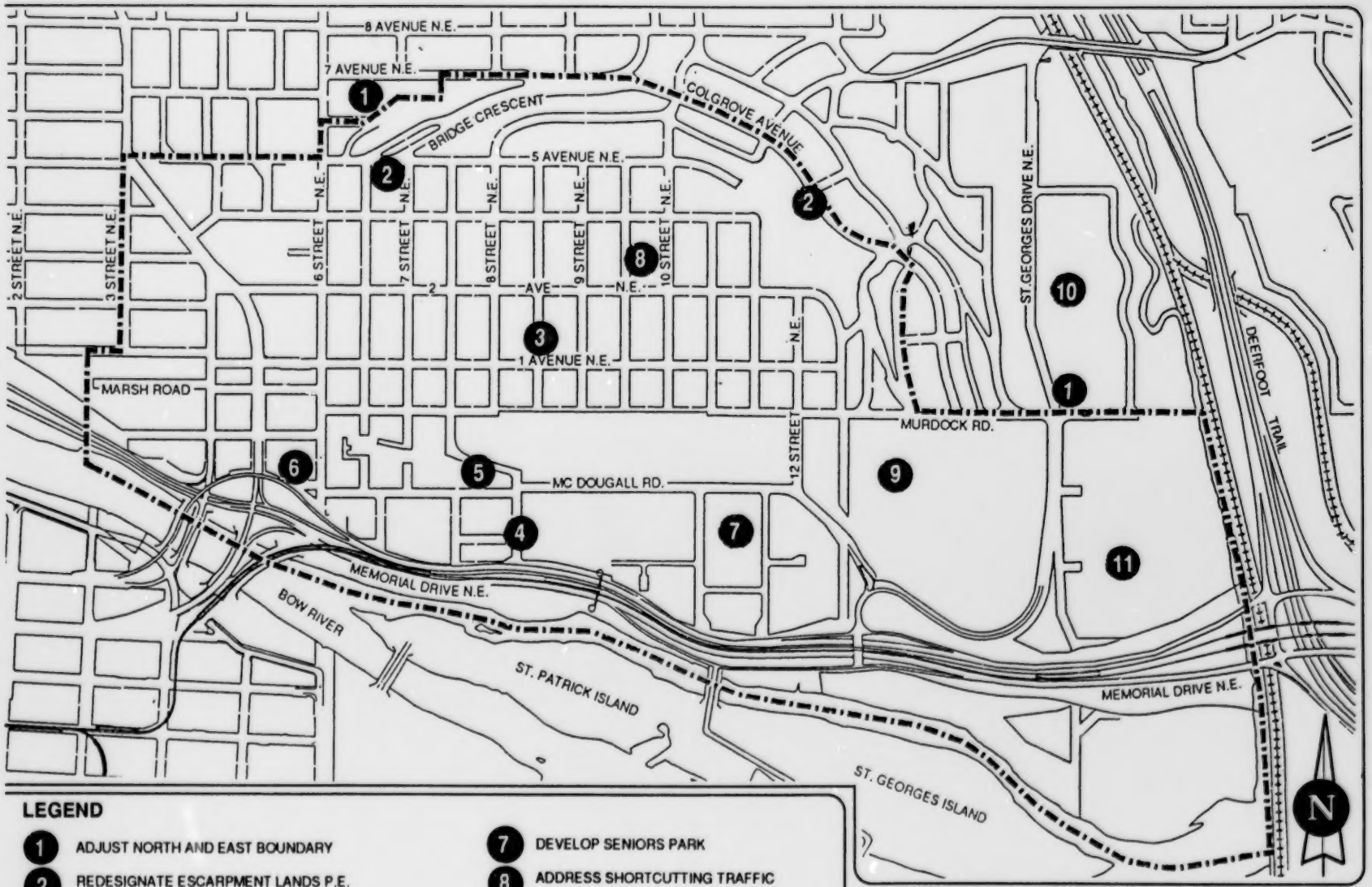
15. Address the concern that the City-owned land on which the Calgary Zoo is located is inappropriately designated.

16. Address the concern of some residents that redevelopment guidelines for the residential area will discourage new residential infill developments.

17. Address the concern over new residential developments that are considered to be incompatible with existing residential dwellings.

The issues addressed by the A.R.P. Review are presented in the following order:

A. Boundary adjustments
B. Residential land use issues
C. Commercial land use issues
D. Open space issues
E. Transportation issues
F. Text of the proposed amendments.



LEGEND

1. ADJUST NORTH AND EAST BOUNDARY
2. REDESIGNATE ESCARPMENT LANDS P.E.
3. ESTABLISH COMMERCIAL/RESIDENTIAL BOUNDARY
4. REVISE FLOODPLAIN BOUNDARY
5. REVIEW RESIDENTIAL LAND USE POLICY
6. ADDRESS NOISE PROBLEMS IN VICINITY OF 4 AVENUE S.E. FLYOVER
7. DEVELOP SENIORS PARK
8. ADDRESS SHORTCUTTING TRAFFIC
9. REVIEW LAND USE FOR TOM CAMPBELL'S HILL
10. REVIEW LAND USE FOR TROJAN LANDS
11. ADDRESS ZONING CONCERNS ON CALGARY ZOO LANDS

STUDY AREA BOUNDARY

BRIDGELAND-RIVERSIDE

FIG. 1

TITLE: **LIST OF MAJOR ISSUES**

DATE: JULY 1991

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0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

A. BOUNDARY ADJUSTMENTS

Issue 1: Adjustment to the north boundary of the A.R.P.

Background Information

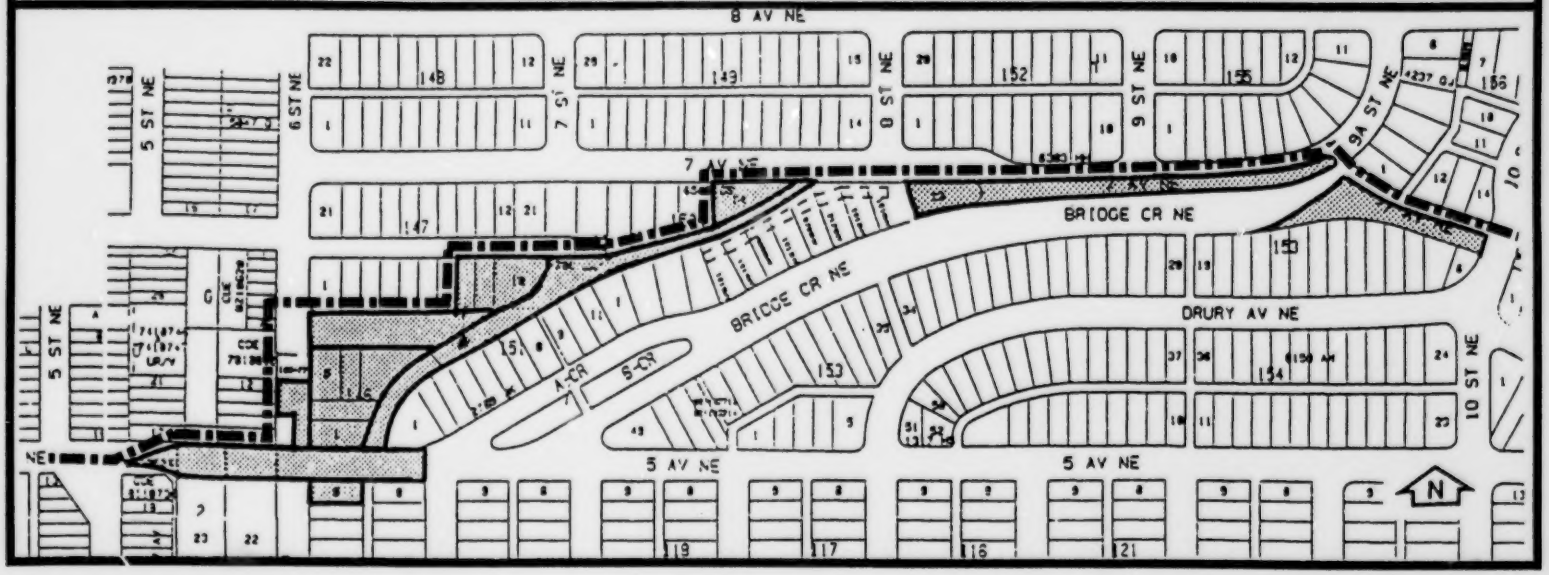
During the course of the A.R.P. review, the location of the north boundary was discussed and a revision is recommended.

The purpose of this boundary change is to incorporate all of the escarpment lands surrounded by 6 Street N.E., 7 Avenue N.E. and Bridge Crescent N.E. into one parcel of open space (Figure 2). Currently some of the lands are outside the boundaries of the A.R.P. Having all the lands in one parcel, would permit it to be redesignated PE and developed as linear open space.

Recommendation

To permit the development of this escarpment for park purposes, the north boundary should be adjusted to incorporate all of the open space in the vicinity of 6 Street, 7 Avenue and Bridge Crescent into one parcel. Amendment #1 in Section F of this report addresses this change.

FIGURE 2
NORTH SYUDY AREA BOUNDARY ADJUSTMENT



Issue 2: Adjustment to the east boundary of the A.R.P.

Background Information

City Council, in approving Phase II of the A.R.P. Review, requested that the Administration prepare a land use policy for the Trojan lands. This site is immediately outside the existing east A.R.P. boundary. To incorporate a land use policy for this site into the A.R.P., a boundary adjustment and an amendment to the A.R.P. would be required.

The Trojan site is in the Nose Creek Valley Park and comprises approximately 10.6 hectares/26 acres. It is immediately south of the "Barnieh" land, a parcel in private ownership, and also within the Nose Creek Valley Park. Both sites comprise 16.6 hectares/41 acres of land. Both sites do not have open space policies and were not included in the Nose Creek Valley Park when it was approved by Council in 1979.

After careful consideration, the preparation of a land use policy for the Trojan site is judged inopportune at this time. Given the size of this site and its proximity to the Barnieh site, a more intensive land use review of the Trojan site is needed than is available under this A.R.P. Review Consequently, this site is removed from this A.R.P. review.

Recommendation

The preparation of a land use policy for the Trojan site is not recommended at this time. No policy change is proposed. No amendment is required.

B. RESIDENTIAL LAND USE ISSUES

Issue 3: Revise the floodplain guideline

Background Information

There is an inconsistency between the treatment of the floodplain in the Bridgeland-Riverside A.R.P. in comparison to the Calgary River Valleys Plan.

When the Bridgeland-Riverside A.R.P. was approved in 1980, certain lands below the Bow Valley Centre (Calgary General Hospital) were identified as being within the floodplain of the Bow River. Pages 64-66 of the Background Information of the A.R.P. outline guidelines that specify how development in the floodplain should be managed and include a map of the floodplain area.

In 1984, City Council approved the Calgary River Valleys Plan and, in 1985, accompanying amendments to the Land Use By-law were approved which identified the north edge of the floodplain as the existing north edge of the Bow River in the Bridgeland-Riverside area. This decision removed the floodplain from Bridgeland-Riverside, however, the A.R.P. was not amended to reflect this change.

Recommendation

To eliminate the inconsistency between the Bridgeland-Riverside A.R.P. and the Calgary River Valleys Plan regarding the floodplain, the A.R.P. should be amended to conform with the Calgary River Valleys Plan. To achieve this, an amendment to the A.R.P. is required. Amendment #2, Section F, of this report addresses this change.

Issue 4: Review the land use policies for the residential area between 6 and 8 Streets N.E., south of the Bow Valley Centre (Calgary General Hospital)

Background Information

When City Council approved the Bridgeland-Riverside A.R.P., reductions in residential densities in some parts of the community were balanced with increased residential densities allocated to other parts of the community. One area approved for increased densities is located between 6 and 8 Streets N.E. and south of the Bow Valley Centre. The area was redesignated from R-2 to RM-4 to accommodate higher densities for the following reasons:

1. It is within walking distance of employment opportunities at Bow Valley Centre and Carewest.

2. It is within walking distance of Downtown.

3. It is within walking distance of the Bridgeland/ Memorial LRT station which in turn provides easy access to all parts of the city.

4. It is within walking distance of the commercial area on 1 Avenue.

5. The RM-4 district meets the policy guidelines of the Inner City Plan and the A.R.P. for increasing population densities in the inner city.

The Planning Committee of the Bridgeland-Riverside Community Association has requested a review of the RM-4 designation for these lands. The committee suggested that the Calgary River Valleys Plan (By-law 5P85) revised the floodplain boundary in 1985 and removed the Bridgeland-Riverside community from the floodplain. Since 1980, there has been virtually no redevelopment from the existing low density dwellings to apartments, with the exception of one seven unit apartment development. The Planning Committee suggested that a land-use redesignation from RM-4 to R-2, or RM-2 would support the existing, well-maintained, low density residential and encourage families to move into this part of Bridgeland-Riverside. The area is close to existing parks, schools and the community hall.

The Administration is of the view, however, that the area should remain an RM-4 area, suitable for redevelopment to three storey walk-up apartments because the reasons that supported increased densities at RM-4 in 1980 are still valid.

Recommendation

No policy change is proposed. No amendment is required.

Issue 5: The construction of new residential developments that are incompatible in the low-density conservation area of the community

Background Information

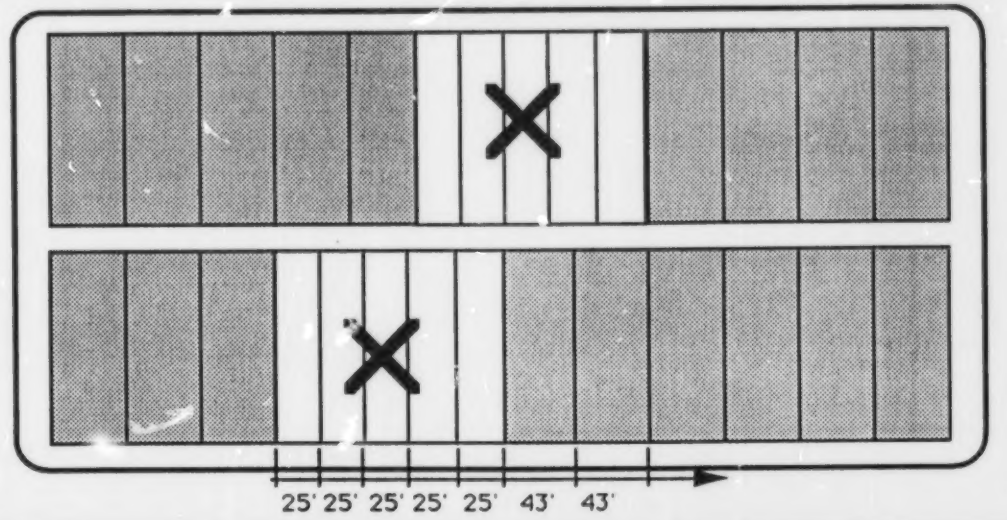
During the course of the A.R.P. Review, some community residents expressed concerns about the incompatibility of new residential dwellings built in the conservation area of the community and the need for development guidelines. Other community residents, however, expressed concerns that development guidelines would discourage the legitimate replacement of residential dwellings not suitable for upgrading.

Other problems raised were:

1. Small lot infill developments have redevelopment guidelines but standard/large lots do not.

2. The subdivision of residential lots into small 7.6 metre/25 foot lots while the balance of the lots on the block range from 12 metres/40 feet to 14 metres/46 feet (Figure 3).

FIGURE 3
SMALL LOT SUBDIVISION



3. Development on the escarpments:

   a) residential development that is not slope-adaptive and is visible from all parts of the community (Figures 4 and 5);

   b) second storey development on garages which interferes with the views, sunlight and rear yard privacy space of neighbours.

4. Developments that do not reflect the heritage features of the community.

5. The location of two and three front drive garages on the street where the majority of garages are located off the lane.

6. The potential for converted structures in existing dwellings in Bridgeland-Riverside.

7. The inadequate consultation with adjacent residents and property-owners regarding proposed residential developments.

A discussion of these issues follows below:

1. <u>New Residential Developments on Small Lots</u>

   To address new residential developments, either infill or additions to existing buildings, on small lots less than 12 metres/40 feet, City Council in March 1988 approved the <u>Single-Detached Infill Housing Guidelines for Established Communities</u> for a number of inner-city communities, including Bridgeland-Riverside. This decision acknowledges that these communities may undergo redevelopment and during this transition period, new developments should respect the existing neighbourhood character and scale of adjacent homes.

In summary, these guidelines address the following:

- Street character (the established patterns of front yards, roof profiles, and existing building styles should be maintained).
- Setbacks (consistent building spacing, front and rear yard setbacks should be approximated).
- Rooflines (rooflines on the block should be incorporated into the design of the infill dwelling).
- Windows (window forms and styles should complement those found on existing houses on the block).
- Entrances (the principal entrance should be visible from the street).
- Building materials, colour, and landscaping (exterior finishes of buildings and yards should be compatible with those found in the area).
- Public consultation (informal discussion and review with neighbours and the community association) is encouraged.

FIGURE 4
DEVELOPMENT OF THE ESCARPMENT (1)

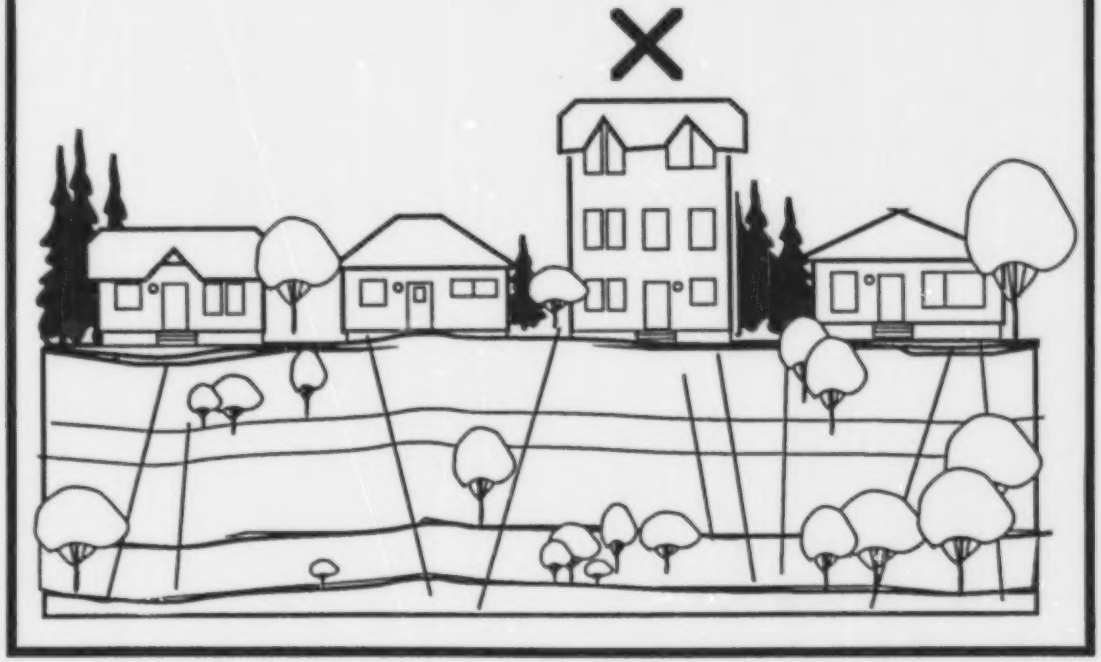
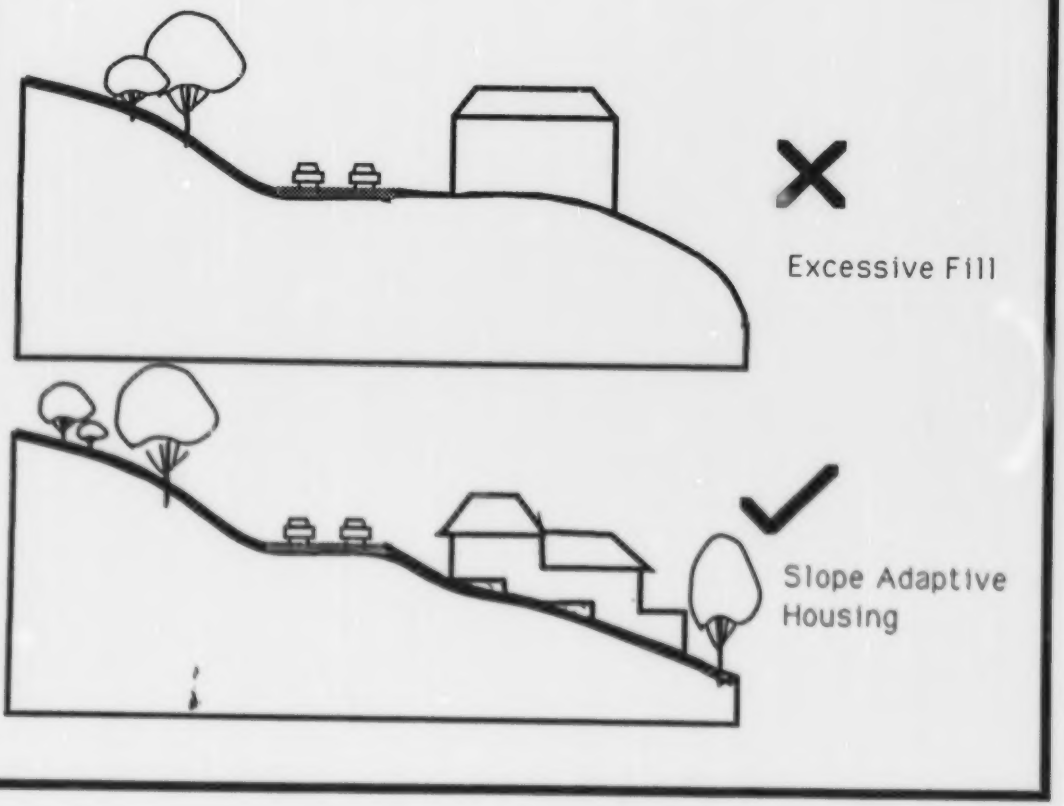


FIGURE 5
DEVELOPMENT OF THE ESCARPMENT (2)



Given Council's approval of the infill guidelines, no policy change to the A.R.P. is necessary to address this issue.

2. New Residential Development on Large Lots

The Single-Detached Infill Housing Guidelines for Established Communities were not designed to address the development on large lots which, in Bridgeland-Riverside, are predominantly 12.8 metres/42 feet or 14 metres/46 feet in width. Consequently, community specific redevelopment guidelines for large lots are needed if this issue is to be addressed.

The focus of these proposed guidelines (Amendment #3), as with the small lot infill guidelines, is on how new developments fit into the existing streetscape and neighbourhood context. This refers to the established patterns of front yards, roof profiles, existing building styles, existing front, side and rear yard setbacks, and window treatments. The guidelines also address particular concerns specific to Bridgeland-Riverside such as development on the escarpments, location of garages, converted structures and historic building styles which are outlined in detail further on in this report.

The purpose of the development guidelines for large lots is two-fold:

a) to make the development permit approval process equitable for both small and large lot property-owners; and

b) to ensure that all developments recognize the unique qualities of the existing Bridgeland-Riverside housing.

Underlying these development guidelines are two principles:

a) new developments should blend into the streetscape and the neighbourhood context; and

b) new developments should be neighbourly by respecting the views, the sunlight, and the back yard privacy of neighbours.

To address the concerns of residents that these guidelines will be restrictive, a monitoring period of one year is proposed to assess their impact.

The existing policies in the A.R.P. do not address this issue. Consequently an amendment to the A.R.P. is required.

3. Other Development Issues

a) New residential dwellings constructed on the escarpment

Bridgeland-Riverside is fortunate to have a portion of the Bow River Valley escarpment within its boundaries. This escarpment has slopes that range from 15% to 42%. Many parts of it have been developed for residential uses over the years; these residential dwellings have spectacular views of the Downtown and the Rocky Mountains.

Some recent developments have been built with high rear or front facades overlooking the escarpments to capture as much view as possible. They do not, however, conform to the escarpment and are visible from outside the community. A development guideline to encourage a more slope adaptive design is recommended.

An amendment to the A.R.P. is required to address this concern.

b) Location of Garages

Two and three car garages are design features of new suburban residential developments. Most garages in Bridgeland-Riverside are accessed from the lane. It is recommended that this practice of locating garages off the lane be maintained to preserve the existing character of the community. This rule does not apply on those streets with no lanes or if the majority of the dwellings on a block already have front drive garages.

An amendment to the A.R.P. is required to address this issue.

c) Second Storey Development Over Detached Garages

Bridgeland-Riverside has many examples of second storey developments over detached garages, particularly overlooking the escarpments. There are concerns that these second storey developments are not slope adaptive, and that they may interfere with the views, privacy, and sunlight of neighbouring properties.

The Land Use By-law (2P80) prohibits garages in rear yards from having either a second storey, or a deck or exceeding 4.6 metres (15 feet) in height. Consequently, no policy change is proposed to address this issue.

d) Residential Developments that Reflect the Heritage Features of the Community

Bridgeland-Riverside has many homes of heritage value. It is recommended that the heritage decorative details be incorporated where feasible into the design of new infill developments and additions. This issue is addressed in detail in issue #6.

e) Small Lot Subdivision

The subdivision of lots into 7.6 metre/25 foot lots in Bridgeland-Riverside is considered out of character with the predominant lot pattern of 13 metres/42 feet to 14 metres/46 feet. A recent addition to the Land Use By-law (2P80) of section 20(8) now requires that the area dimensions of a new subdivided lot be consistent with the lot area and dimensions of the surrounding area, and the design of the building shall be appropriate for the area.

No policy change is required to address this issue.

f) Converted Structures in Bridgeland-Riverside

Bridgeland-Riverside has provided a special function in Calgary. It has, from its earliest days, been a community that welcomed newcomers to Calgary and provided an opportunity for young families with children to purchase a home. The community provided this service through the addition of small dwelling units and basement suites to existing residential dwellings now called converted structures. Converted structures are defined as a structure that was originally built as a single-family dwelling and now contains two dwelling units or a semi-detached dwelling that has been turned into a fourplex.

Much of Bridgeland-Riverside is designated R-2 (Low Density District) in the Land Use By-law. This designation allows for single-family, duplex and semi-detached dwellings, and converted structures. However, a minimum of 466 square metres/5,000 square feet of site area is required for two dwelling units whether they are a duplex, a semi-detached dwelling or a converted structure.

As mentioned earlier in this report, the residential lots in the low density conservation area range from 429 square metres/4,620 square feet to 470 square metres/5,060 square feet. The lots at the lower end of the range (below 5,000 square feet) are prohibited from legally having a second dwelling unit. This policy restricts the special function of this community. It is recommended that the 466 square metres (5,000 square feet) lot area rule be relaxed to allow converted structures on a minimum of 418 square metres/4500 square feet of lot area provided the second unit meets the requirements of the Alberta Building Code, and the ceiling of the basement suite is 1 metre/3 feet above grade to ensure that it is a habitable living space. The 1950-1960 bungalows are most appropriate for these units.

An amendment to the A.R.P. is necessary to address this concern.

Recommendation

Small lot subdivisions that are out of character with the block and second storey developments on garages have existing legislation which prohibits them. Consequently no policy changes or amendments are proposed to address these issues.

The remaining issues regarding residential redevelopment guidelines for large lots, development on escarpments, location of garages, and converted structures presently do not have planning policies to address them. Consequently community-specific policies are proposed and an amendment to the A.R.P. is required. Amendment 3, Section F, addresses these issues.

Issue 6: Prepare development guidelines for the residential areas which reflect the heritage features of the community

Background Information

The area to the east of 6 Street N.E. was identified in the A.R.P. as a low density conservation policy area (R-2 Residential Low Density District) which permits single family, duplex and semi-detached residential dwellings. The purpose of this low density conservation policy was to stabilize this part of the community and encourage the maintenance of the existing residential dwellings.

The residential dwellings in this area were catalogued by age and building style. The community can be characterized by three basic styles considered to be of heritage value and important for an understanding of the area's existing context. They are as follows:

a) 1905 - 1920 Cottage style
b) 1930 - 1940 Bungalow style
c) 1950 - 1960 Bungalow style

Alberta Culture considers buildings fifty years old and older to be of heritage significance, which indicates that residential dwellings in Bridgeland-Riverside built prior to 1941 may be of heritage value. Consequently, the 1905-1920 and 1930-1940 styles are considered of historical interest.

Heritage Canada also considers that in addition to the age factor, a community itself should determine what is of heritage value within its own boundaries. Since the community has requested the inclusion of the 1950-60 Bungalow style into its heritage category, Heritage Canada's principle of community context would allow the inclusion of this residential dwelling style, particularly with its Mediterranean elements, on its list of historically significant dwelling styles.

Based on the principles and practices of both Alberta Culture and Heritage Canada, the predominant residential dwelling styles of 1905-1920, 1930-1940, and 1950-1960 are recommended to be of heritage value and elements of these styles, where possible, should be incorporated into the design of new residential dwellings, and in additions to existing dwellings.

Recommendation

It is recommended that the decorative elements of the three predominant styles of existing residential buildings (1905-1920, 1930-1940, and 1950-1960) be incorporated where possible in the development of new residential dwellings and in additions to existing dwellings. Amendment #3, Section F, addresses this change and provides details of each style.

Issue 7: Noise problems associated with the 4th Avenue S.E. flyover built up against apartment buildings

Background Information

During the course of the A.R.P. Review, a development permit application for a 11 unit apartment on McDougall Road N.E. adjacent to the 4 Avenue S.E. flyover was refused by the Calgary Planning Commission. The reason given was that the outside noise for the amenity space was above the city standard of 60 dB(A).

The site is designated RM-5 which allows for a four storey apartment. The third storey of the proposed apartment would be 1 1/2 storeys above the 4 Avenue S.E. flyover and the amenity space of the south units would be directly affected by the noise and traffic.

The current City noise policy permits a maximum noise of 60 dB(A) for outside amenity areas. New residential developments in the vicinity of the 4 Avenue flyover will need to address the current City outside noise standards.

The A.R.P. (page 18) utilizes an indoor noise standard for new development which is not in conformity with current outside amenity noise standards. A policy change and an amendment to the A.R.P. is therefore recommended.

Recommendation

The A.R.P. utilizes an indoor noise standard and should be amended to include the new outside noise standard of 60 dB(A). Amendment #5, Section F addresses this change.

C. COMMERCIAL LAND USE ISSUES

Issue 8: Establish a commercial/residential boundary on the north and south sides of 1 Avenue N.E.

Background Information

The purpose of the commercial/residential boundary is to determine the north/south commercial limits on 1 Avenue N.E. and eliminate commercial intrusions into the stable residential part of the community. During the course of this review, the issue of the west/east commercial limits was included for similar planning reasons.

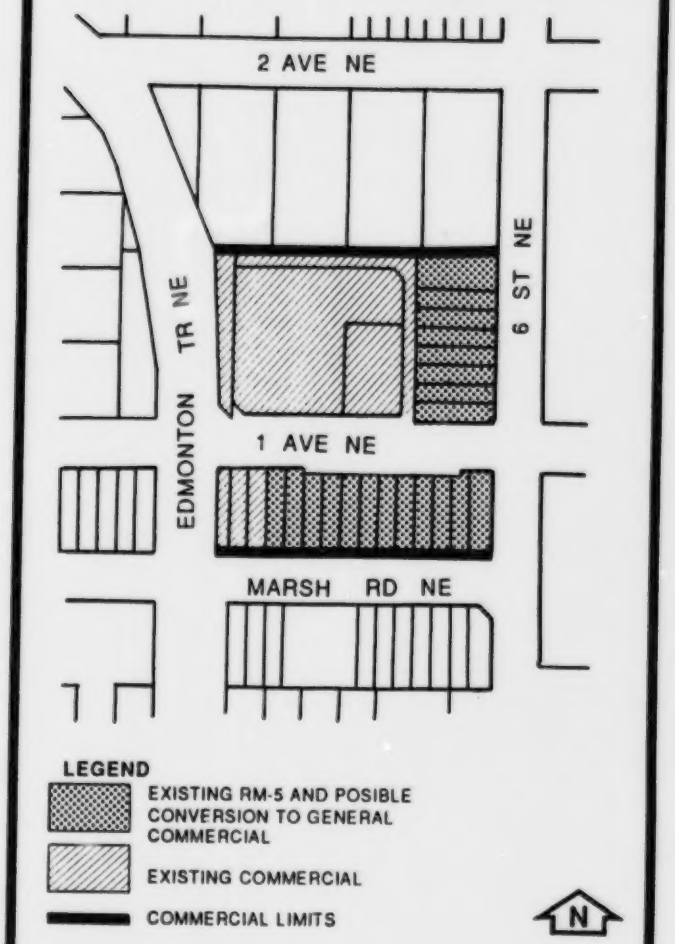
Since the approval of the A.R.P. in 1980, City Council has approved three land use redesignations from residential to commercial to permit the development of two medical buildings and a restaurant on 1 Avenue N.E. These redesignations have extended the commercial/residential boundary to the west on the north and south sides to 7 Street, and to the east on the north side to the lane between 9 Street and 9A Street N.E. The A.R.P. does not address how far commercial uses can extend both west and east and north and south on 1 Avenue, and commercial intrusions into the stable residential area is a potential concern.

The land use on 1 Avenue N.E. between Edmonton Trail and 10 Street, primarily containing general commercial (C-2) and local commercial (C-1) designations includes a variety of residential and institutional uses. The residential uses include a number of single-detached dwellings and apartments. The institutional uses include a public elementary and junior high school, two churches and a hospital.

The commercial/residential boundary is not an issue on 1 Avenue N.E. between Edmonton Trail and 6 Street. Figure 6 shows the existing commercial/residential boundary in this area and there are no plans to change it.

The area to the east of 7 Street is where the commercial limit is of primary concern. This area is a mix of regional and local commercial uses, such as medical offices, restaurants, a bakery, a hospital parking lot, with some single-detached dwellings. The residential dwellings in this area flank 1 Avenue.

FIGURE 6
COMMERCIAL / RESIDENTIAL BOUNDARY (WEST OF 6 ST N.E.)

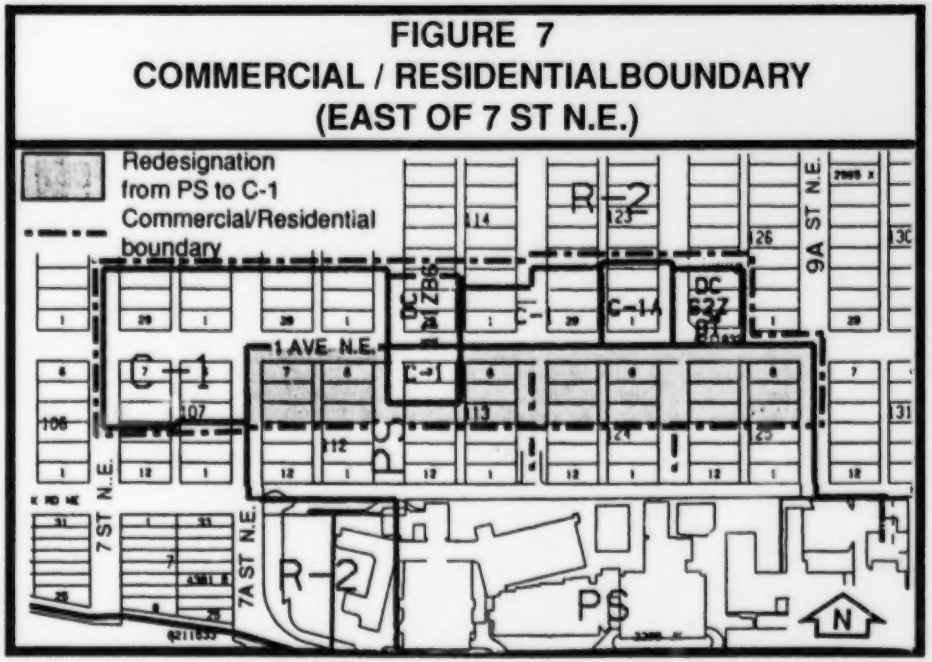


Commercial uses on the south side of 1 Avenue between 7A Street and 8 Street were replaced by surface parking for the hospital so that the hospital parking lot now extends from 7A Street to 9A Street. This parking lot extension removed commercial uses such as the popular hardware store and co-operative grocery store. It has also undermined the pedestrian-oriented nature of the business area. The existing business owners strongly recommend the return of commercial uses on the north edge of this parking lot. The parking lot is designated C-1 and PS and should be redesignated to permit commercial uses adjacent to 1 Avenue and a parking lot behind this future commercial site (Figure 7).

Since 1980, the commercial land use designation on both sides of 1 Avenue have remained at approximately 3 lots (38.4 metres/126 feet in depth). Within this three-lot commercial district, commercial and residential uses compatibly co-exist. The commercial uses front on 1 Avenue and the residential uses front on the streets. The residential dwellings are well maintained. Consequently, the current three lot depth is proposed as the commercial/residential boundary. This commercial depth is consistent with other similar commercial areas in Calgary.

In conclusion, the existing commercial depth north and south of 1 Avenue consisting of three lots (38.4 metres/126 feet), should remain. This depth adequately allows for commercial expansion within the framework of the local commercial district (C-1).

FIGURE 7
COMMERCIAL / RESIDENTIAL BOUNDARY
(EAST OF 7 ST N.E.)



The west-east commercial limit of 7 Street in the west and 9 Street on the south side of 1 Avenue and the lane between 9 and 9A Streets on the north side of 1 Avenue should remain at this time. Within these limits, new retail development can occur on both the hospital parking lot and sites on the north side of 1 Avenue currently occupied by residential dwellings.

Recommendation

A boundary limiting commercial expansion north and south of 1 Avenue is proposed. This boundary should be either three lots or 38.4 metres/126 feet or the existing commercial limit if it is wider than three lots. A boundary limiting commercial development to the west at 7 Street N.E. is proposed. An east boundary at 9A Street N.E. on the south side of 1 Avenue and the lane between 9 and 9A Street N.E. on the north side of 1 Avenue N.E. is also proposed.

To establish these commercial/residential boundaries on 1 Avenue N.E., an amendment to the A.R.P. is required. Amendments #5 and 6 in Section F of this report addresses this boundary issue.

Local commercial uses (C-1) are acceptable on 1104 and 1105 - 1 Avenue N.E. Expansion of these sites to three lots north and south of 1 Avenue should not be considered until the existing parcels zoned commercial to the west have been developed.

Issue 9: Prepare development guidelines for the commercial area which reflect the heritage features of 1 Avenue N.E.

Background Information

During the course of the A.R.P. Review, a number of concerns related to the redevelopment of the 1 Avenue commercial area were identified. These concerns are summarized below:

a) The preparation of heritage redevelopment guidelines.

b) The relaxation of parking for new retail developments or additions to existing retail operations that would aggravate the existing parking problem on residential streets.

c) Commercial buildings on 1 Avenue overshadow and/or reduce the sunlight and backyard privacy of adjoining residential dwellings.

d) Signage that is either inappropriate to the proposed European Village theme or is auto-oriented when it should be pedestrian in character.

e) The implementation of the by-lawed property setback of 2.134 metres/7 feet on 1 Avenue.

A detailed discussion of the above concerns follows:

1. Heritage Theme on 1 Avenue

A series of meetings were held with a group of business owners on 1 Avenue to address the issue of heritage redevelopment guidelines. Since there are few commercial buildings in existence with any heritage content, a "European Village" theme was selected in order to establish a "special character area" on 1 Avenue. It was also agreed that this theme would be compatible with the heritage redevelopment guidelines proposed for the residential area to the east of 6 Street N.E.

A theme/character of a "European Village" was selected as many existing businesses reflect a variety of ethnic backgrounds and cultures in their businesses. Key elements that this European Village theme should include: small specialty retail shops with residential/office uses on the second and third floors; continuous retail frontage at grade; European cultural elements, such as flags, painted murals and vegetation; and a strong pedestrian orientation.

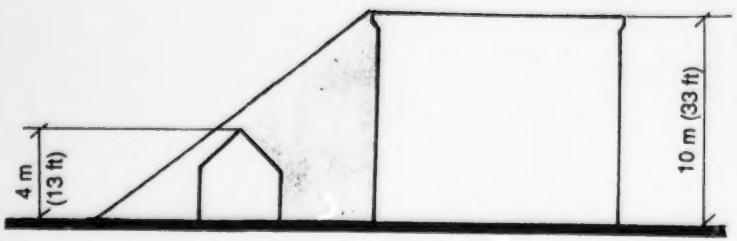
2. Parking Relaxations for Commercial Developments

Residents are concerned about retail shoppers parking on already congested residential streets. Residents feel that many of the existing, older retail uses had their parking requirements approved under outdated parking by-laws and would not meet the current, more stringent parking requirements. Moreover, if the existing retail uses were to expand their operations, site constraints may require them to provide the required parking off-site.

Current retail parking options include either on-site parking or leased off-site parking, or two hour on-street parking or paid parking on the Bow Valley Centre parking lot.

In reviewing the availability of parking spaces for the existing retail uses, there seems at present to be an overall adequate supply on 1 Avenue. While no increase in parking standards is warranted, a modification of current rules to improve the utility of existing parking is proposed. Consequently, it is recommended that a portion of the current on-site parking requirements be permitted to be provided off-site.

FIGURE 8
COMMERCIAL OVERSHADOWING RESIDENTIAL



3. Commercial Buildings Overshadow and Reduce the Sunlight and Privacy of Adjoining Residential Dwellings

The 5 metre/16.4 feet by-lawed setback between commercial and residential uses [Land Use By-law 35(3)c] has not been implemented on 1 Avenue N.E. As a result, commercial buildings built to their maximum height (three storeys) overshadow and reduce the backyard privacy of the adjoining residential dwellings. This is a particular problem on the north side of 1 Avenue where the commercial buildings reduce the sunlight on the adjoining residential uses (Figure 8).

It is recommended that this problem be addressed through the commercial redevelopment guidelines.

4. Signage that is either inappropriate for the European Village Theme or is Auto-Oriented

The current sign by-law, in providing city-wide sign guidelines does not address the particular needs of the European Village theme on 1 Avenue in Bridgeland-Riverside. To encourage signage that is pedestrian in scale and that addresses this theme, community-specific sign guidelines are proposed.

It is recommended that this problem be addressed through the commercial redevelopment guidelines.

5. The Implementation of the By-lawed Property Setback of 2.134 Metres/7 feet on 1 Avenue

A by-lawed property setback of 2.134 metres/7 feet (Land Use By-law 2P80, Section 17, Table 1) exists on 1 Avenue for future public facilities and a satisfactory pedestrian right-of-way. Concern has been raised by business owners about the problems associated with implementing this by-law when additions are made to existing commercial buildings. The implementation would result in an uneven commercial development edge. In addition, the implementation of this by-law could handicap existing or new businesses. Furthermore there are no plans to widen the existing 1 Avenue carriageway.

This concern should be addressed through the redevelopment guidelines.

Recommendation

Redevelopment guidelines that encourage a "European Village" theme are recommended for 1 Avenue. These guidelines should ensure that new developments are pedestrian-oriented in scale, European in style and address the compatibility of commercial and residential buildings. In addition, guidelines that address signage and parking are required. To implement these guidelines, an amendment to the A.R.P. is required. Development guidelines are outlined in Amendments #7-10 inclusive in Section F of the report.

Issue 10: Prepare a revitalization plan for the commercial areas on 1 Avenue and 4 Street N.E.

Background Information

Meetings with business owners on 1 Avenue have taken place over the last year and considerable progress has been made in preparing a revitalization plan. Many business owners agree that the commercial area is run down and needs improvement, particularly the overhead wiring and the sidewalks. This plan proposes a public improvement program to be paid for under a local improvement by-law and includes the following elements as illustrated in Figures 9 and 10:

- relocate the existing overhead electrical wiring underground and the replace of existing sidewalk, curb and gutter;
- install special overhead ornamental electric light fixtures that reflect a "European Village" theme;
- plant trees;
- install special bus shelters;
- bulbing of certain intersections to increase pedestrian safety;
- construct a sculpture or piece of art work in the middle of the intersection of 1 Avenue and 8 Street N.E.

Regarding 4 Street N.E., only the issue identification phase has occurred with these business owners. Meetings to discuss their concerns and to advise them on the revitalization plans for 1 Avenue are planned as follow-up work to this review of the A.R.P.

Recommendation

No amendment to the A.R.P. is required to implement this revitalization plan.

FIGURE 9
PUBLIC IMPROVEMENTS ON 1 AVENUE (1)

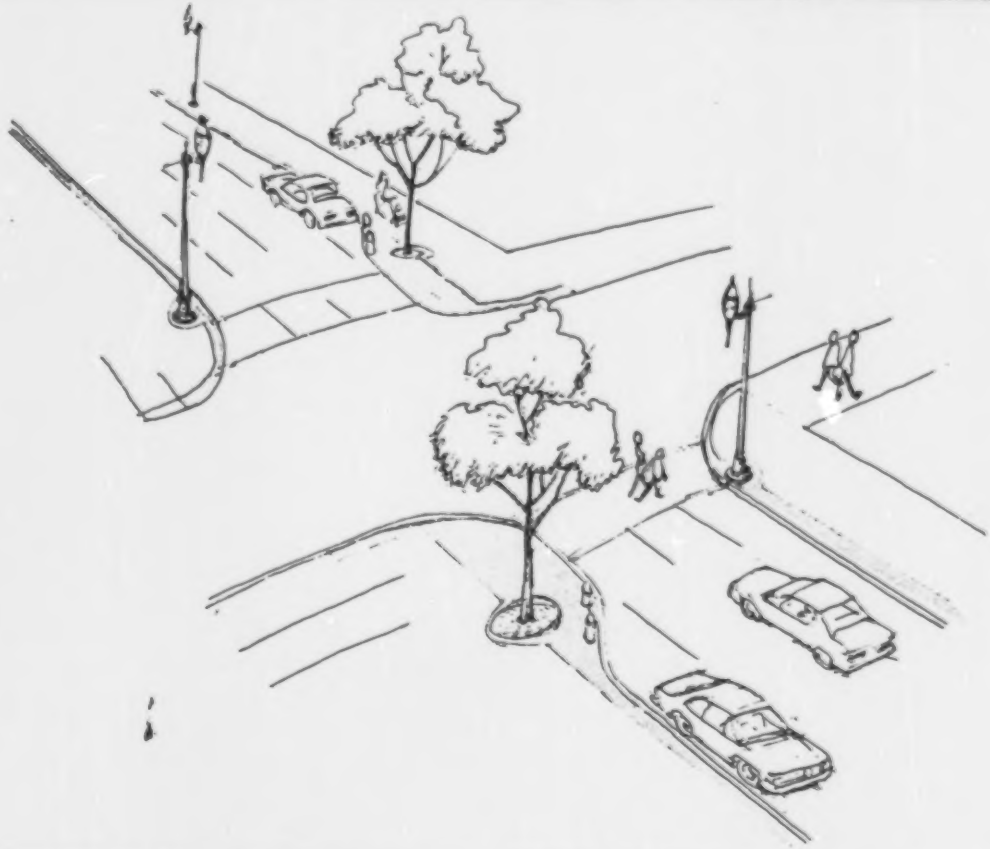
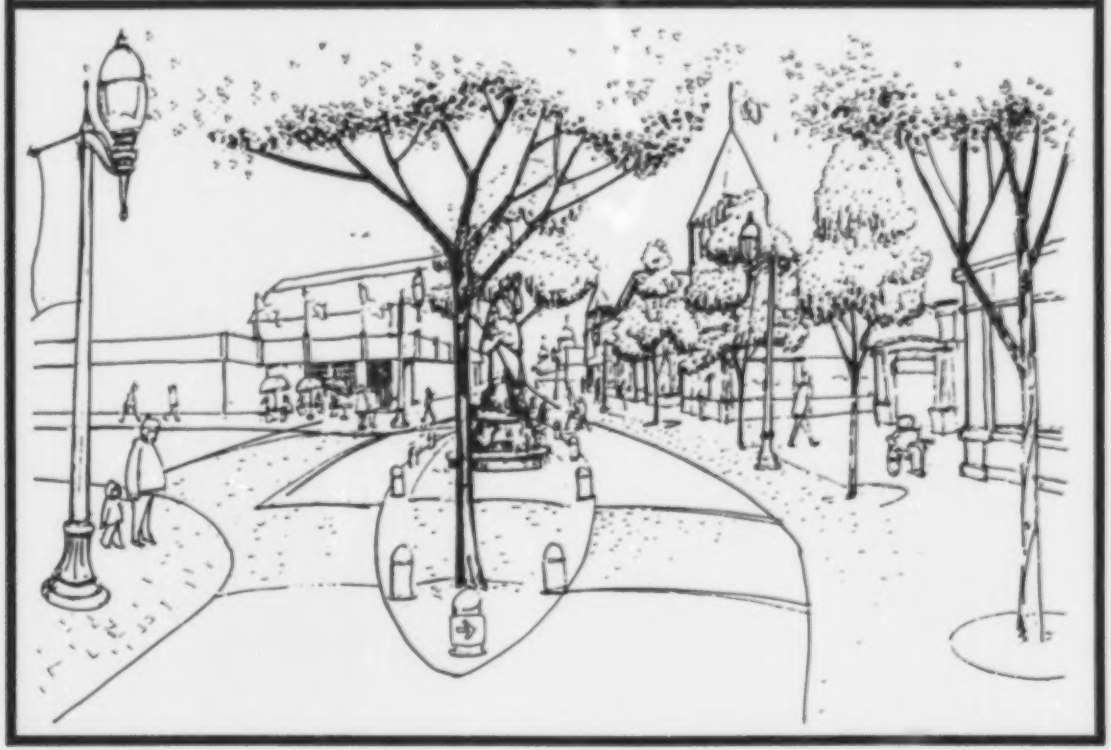


FIGURE 10
PUBLIC IMPROVEMENTS ON 1 AVENUE, (2)



D. OPEN SPACE ISSUES

Issue 11: Establish a land use policy for Tom Campbell's Hill

Background Information

Since the approval of the A.R.P. in 1980, a renewed interest was demonstrated in developing Tom Campbell's Hill. This site is shown as #5 on the open space map (Figure 11). Due to its size and the potential impact that new development could have on the community, a land use review was requested.

City Council on 1990 September 10 approved the Calgary Planning Commission recommendation (Item M-90-029) that this site be preserved as open space.

Recommendation

To preserve Tom Campbell's Hill as open space, an amendment to the A.R.P. is required. Amendment #11, in Section F of this report addresses this issue.

Issue 12: Prepare a land use policy for the "Trojan" land

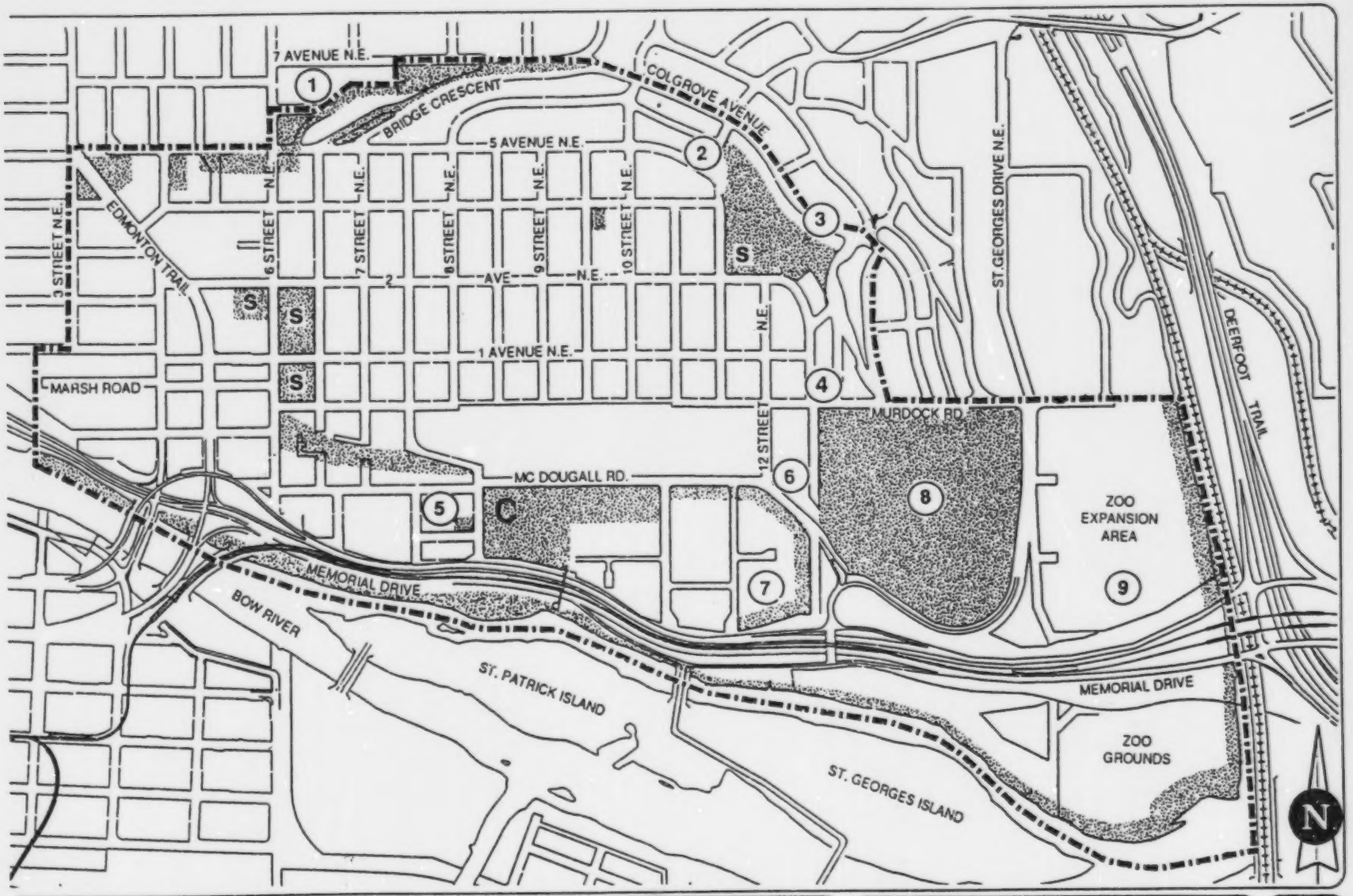
Background Information

City Council, in approving Phase II of this Review of the Bridgeland-Riverside A.R.P., requested that a land use policy for the "Trojan" land be established.

This site, after careful consideration, has been deleted from the A.R.P. review. The discussion and recommendation relative to this decision is included under Section A, Issue #2.

Recommendation

It is proposed that this site be deleted from the A.R.P. review.



LEGEND

- OPEN SPACE
- S — SCHOOL GROUNDS
- C — COMMUNITY CENTRE
- STUDY AREA BOUNDARY

BRIDGELAND- RIVERSIDE

FIG. 11

TITLE: **OPEN SPACE** (Sites for Implementation)

DATE: JULY 1991

0 500 1000

0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Issue 13: Redesignate lands purchased for open space to PE

Background Information

Since the A.R.P. was approved in 1980, a number of lots designated residential in the vicinity of 8 Street and McPherson Road N.E. have been acquired for open space in exchange for community association lands required to widen Memorial Drive for the Northeast LRT. Tennis courts have been developed on a lot at the corner of 8 Street and McPherson Road while the remainder of the lots were part of a land swap involving Tom Campbell's Hill. Since the tennis courts are part of the community local open space, they should be designated PE.

Recommendation

To redesignate the tennis courts PE, an amendment to the A.R.P. is required. Amendment #11 in Section F in this report addresses this issue.

Issue 14: Prepare an open space policy for the proposed "seniors' park"

Discussion

To address the needs of senior citizens and handicapped persons living both in the community and nearby institutions, a "seniors' park" is being developed. The location of the proposed park is south of the Bow Valley Centre and bounded by 8 Street, McDougall Road, 12 Street and Memorial Drive. The park is shown as site #7 in the open space map (Figure 11).

This park is to consist of walkways both on the edge and throughout this parcel. The park will also include activity nodes and signage.

Recommendation

No amendment to the A.R.P. is needed to develop this park.

Issue 15: Address the sale of publicly-owned escarpment lands

Background Information

During the course of a review of publicly-owned escarpment lands, a number of parcels used as open space but designated R-2 for low density residential development were identified. Residents inquired if some of these parcels could be sold for residential development while others could be preserved as open space. These parcels are identified below in Figure 12, Escarpment Lands.

Sites 1 and 3 are road rights-of-way and are undevelopable because of unstable slopes. Therefore, these lands should be transferred to the Calgary Parks & Recreation inventory, for inclusion in gross or functional open space compliment as may be appropriate. The roads should be then closed and redesignated PE (see Figure 13 and 14). Site 1 is suitable for a linear park. This park could include a suitably surfaced path with benches, shade trees, garbage receptacles and signage outlining historical elements of the community.

Site 2 is recommended for both residential development and open space. Lots 16-18 have stable slopes and are considered developable for residential purposes. They could be marketed for low density residential development (R-2). This future residential development should meet the Bridgeland-Riverside A.R.P. guidelines for new residential dwellings on escarpments. Should soil stability tests indicate, however, that these lots are not suitable for development, they should then remain as open space and be redesignated PE.

Lots 19-21 on Jamieson Avenue (site 2) are considered developable but form a logical extension of the escarpment to the east of the site. These lots should become part of the community's open space system in conjunction with the closure of Thomson Avenue (between 11A Street to Cardell Street) and redesignated PE (see Figure 14).

Site 4, because it is undevelopable, should be established as open space and redesignated PE.

Site 5, Tom Campbell's Hill, is to be redesignated PE and become part of the Nose Creek Valley Park.

FIGURE 12: ESCARPMENT LANDS (CITY-OWNED)

SITE	ADDRESS	LEGAL DESCRIPTION	DEVELOPABILITY	FIGURE
1.	612, 616 - 5 Ave. N.E.	Plan D Bk 2, Lot 23, S38' of N68' Bk 2, Lot 23, N30'	Undevelopable	13
	528 - 6 St. N.E.	Plan 4647V Bk 120, Lot 9	Undevelopable	
	608, 702 - 6 St. N.E.	Plan 8150 AN Bk 146, Lots 1-5 Roadway Between Bks 120, 147 and 151	Undevelopable	
	823, 827 - 7 Ave. N.E.	Plan 6548 GS Bk 150, Lots 14	Undevelopable	
	864 Bridge Cres. N.E.	Plan 6548 GS Bk 150, Lot 13	Undevelopable	
2.	1212 Jamieson Ave. N.E.	Plan 8150 AN Bk 160, Lots 16-18	Developable	14
	1224 Jamieson Ave. N.E.	Plan 8150 AN Bk 160, Lots 19-21	Developable	
3.	Thomson Ave. N.E.	Road R.O.W. from 11A St. to Cardell Streets N.E.	Undevelopable	14
4.	Murdock Road N.E.	Road R.O.W. from Townsend St. to Thomson Ave. N.E. (Site 4)	Undevelopable	11
8.	Tom Campbell's Hill	Plan 6440 AM Block 2	Undevelopable	11

FIGURE 13
ESCARPMENT LANDS (SITE #1)

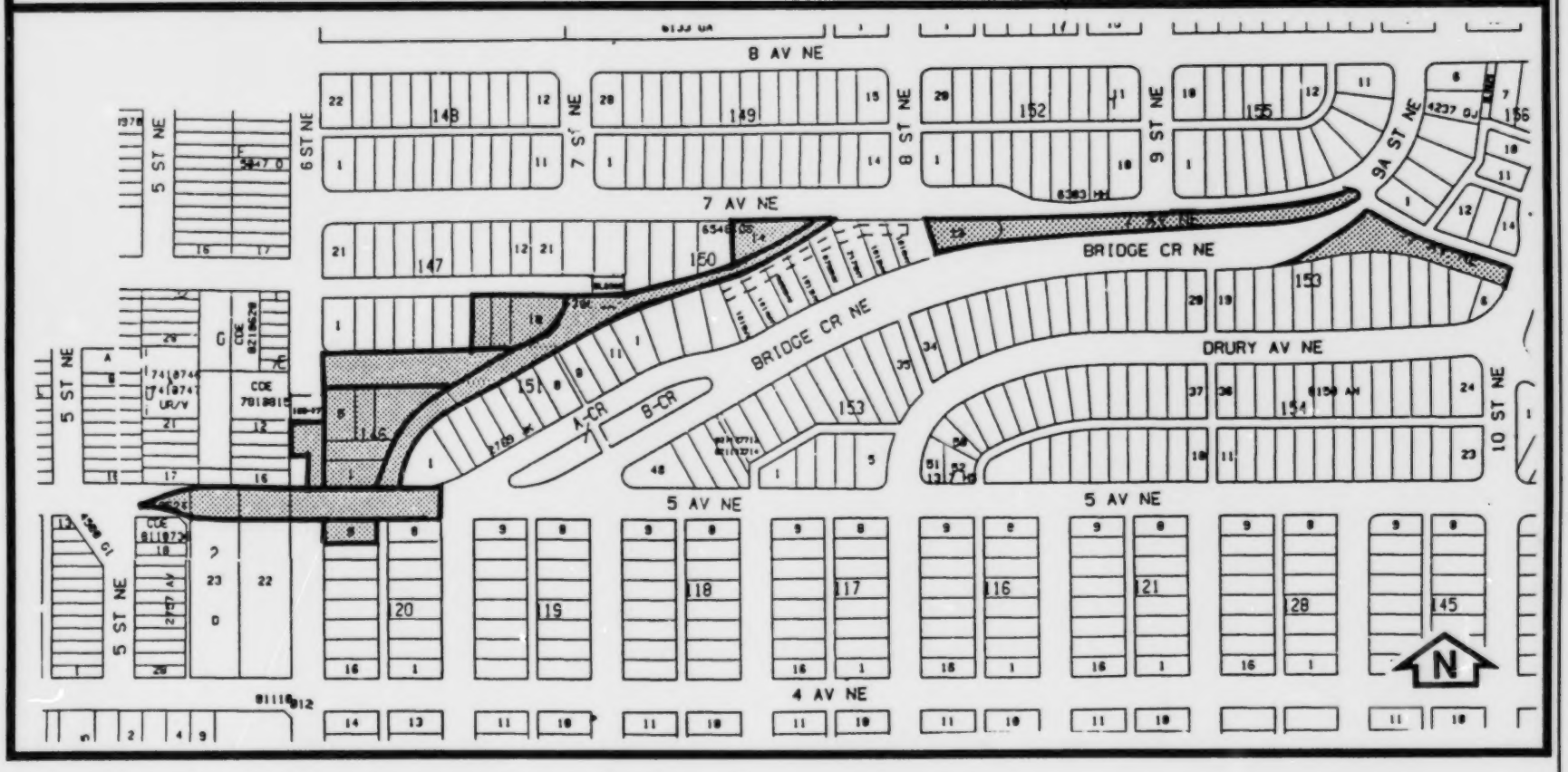
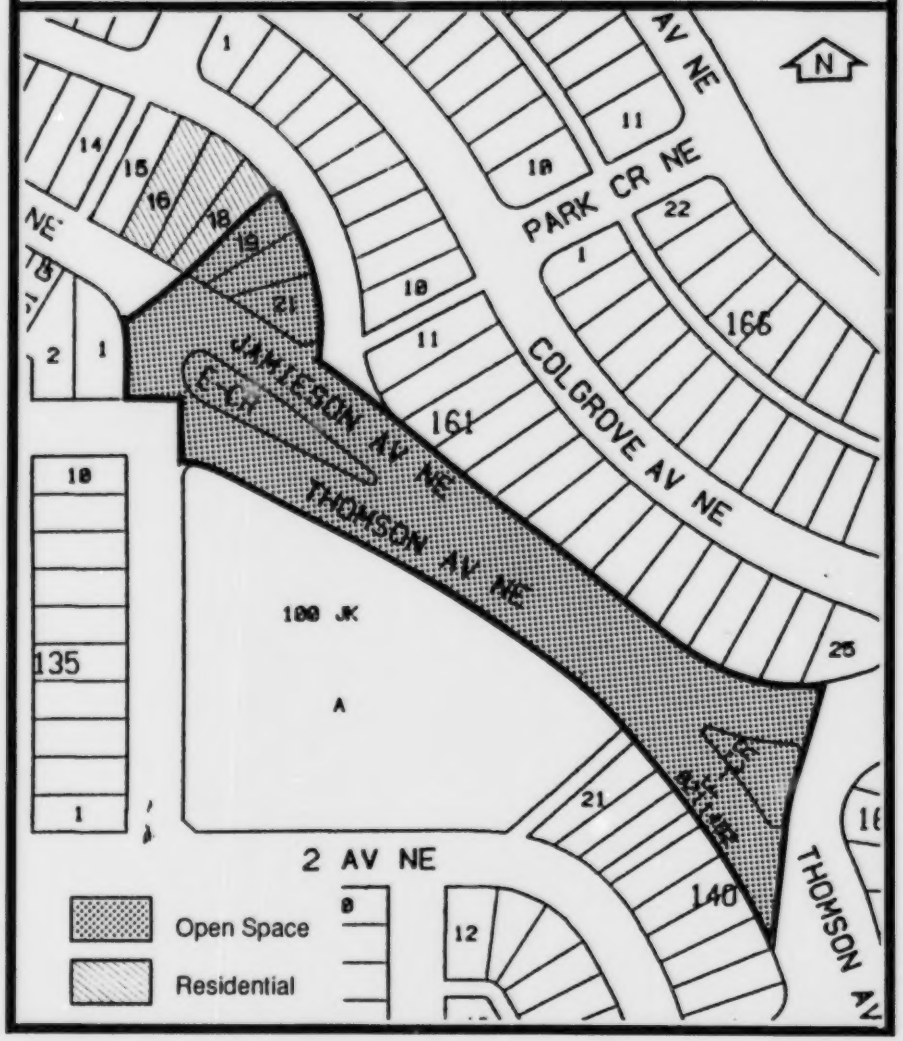


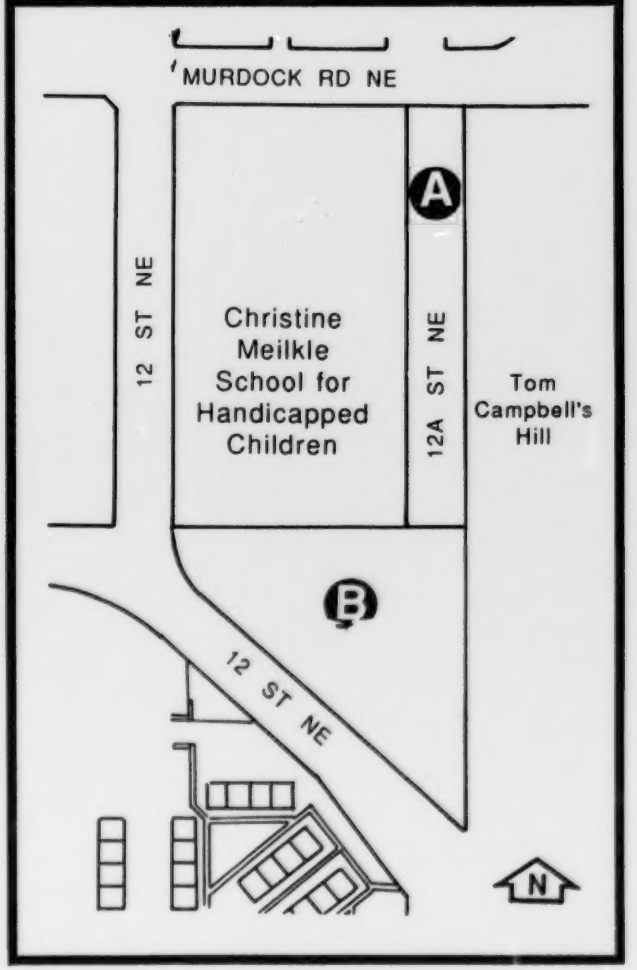
FIGURE 14
ESCARPMENT LANDS (SITES #2 & 3)



Site 6, Parcel A - the closed roadway 12A Street N.E. (By-law 6222) should remain in City ownership and incorporated either into the school site to the west (in existing city ownership) or into the Tom Campbell's Hill Site (Figure 15). Parcel B, on Site 6 should be designated to PE in recognition of its inclusion as community open space. Given the increased amount of open space in the Bridgeland/Riverside Community that has resulted from this review, the City may sell or use this site for purposes allowed under the PE designation (such as a church).

In conclusion, a review of escarpment lands was carried out and their developability assessed. As a result, lots 16-18 on Jamieson Avenue (Site 2) are proposed for sale to the public for residential redevelopment. The balance of the parcels are proposed for open space because they are undevelopable due to unstable slopes, or have excessive slopes like Tom Campbell's Hill, or their development at this time could conflict with more immediate developments proposed for the area.

FIGURE 15
OPEN SPACE (SITE 6)



Recommendation

With regard to lots 16-18 considered suitable for residential development and, therefore, available for sale, the Land Department should be instructed to dispose of these parcels according to its standard procedures.

To implement these open space policies, it is recommended that Site 1, Lots 19-21 on Site 2, Sites 3, 4, 5 and 6 declared open space and redesignated PE. Site 8 has already been approved by Council for open space and should be redesignated PE. An amendment to the A.R.P. is required. Amendments #11 and #12 of Section F of this report address this issue.

Issue 16: The Calgary Zoo

Background Information:

The Calgary Zoological Society leases City of Calgary lands within the A.R.P. study area. The leased area, however, contains a number of open roadways, and these open roadways should be closed and the land contained therein incorporated into the Zoo. The Calgary Zoo is shown as Site 8 on the Open Space Map (Figure 11).

A portion of the leased lands is zoned A (Agricultural and Open Space District) and a portion is zoned UR (Urban Reserve). The UR designation is inappropriate as its primary purpose is to protect land from premature subdivision and development. A uniform designation of A should be applied to all Zoo lands. Accordingly, the lands currently zoned UR within the area leased to the Zoo should be redesignated to A, which is considered to be the appropriate designation for the Zoological Society.

Recommendation

To bring the land use designations into conformity with existing and proposed land use for the Calgary Zoo site, all open roadways within the area leased by the Zoological Society should be closed by by-law, and the portion of the Zoological Society lands designated UR (Urban Reserve) should be redesignated to A (Agricultural). Amendment #12, Section F addresses this issue.

E. TRANSPORTATION ISSUES

Issue 17: Revise the transportation map (Figure 4) to include the Northeast LRT on Memorial Drive N.E.

Background Information

Since the A.R.P. was approved, the Northeast LRT system has been approved by Council and constructed. This action has rendered the Transportation map on page 24 of the A.R.P. out-of-date.

Recommendation

To ensure consistency between the A.R.P. and the existing transportation system, an amendment to the A.R.P. is required. Amendment #13 in Section F of this report contains a revised transportation map.

Issue 18: Address the problem of shortcutting traffic on 1 Avenue and 10 Street N.E.

Background Information

The main street of the Bridgeland-Riverside Community is 1 Avenue. Commercial frontage on this street extends from Edmonton Trail to 10 Street. There is, however, some residential frontage interspersed. In addition, 1 Avenue has a church, a public elementary and junior high school, two three-storey medical clinics, and a hospital fronting on it. It connects local traffic to the major traffic corridors of Memorial Drive and the 4th Street - Edmonton Trail couplet. In summary, it functions both as a collector road and a pedestrian-oriented main street.

FIGURE 16: ROAD STATISTICS

Road	Road Classification	Environmental Design Guideline (vpd)	Traffic Volumes *(vpd)
1 Avenue	Collector	5000	x 6,000 and 12,000
10 Street	Collector	5000	4,000

* vpd = Vehicle Trips Per Day
x = A Range of Volumes

From a policy point of view, the existing Bridgeland-Riverside A.R.P. (p.82) specifies that 1 Avenue is a 5000 vehicle trips per day (vpd) collector, that no upgrading of it should be allowed and every effort should be made by the Transportation and Engineering Departments to maintain its daily volumes at the 5000 vpd environmental design guideline.

The Transportation Department indicates that 1 Avenue is currently carrying volumes that range from 4,000 at 12 Street on the east to 6,000 vpd at 10 Street to 12,000 vpd at Edmonton Trail on the west.

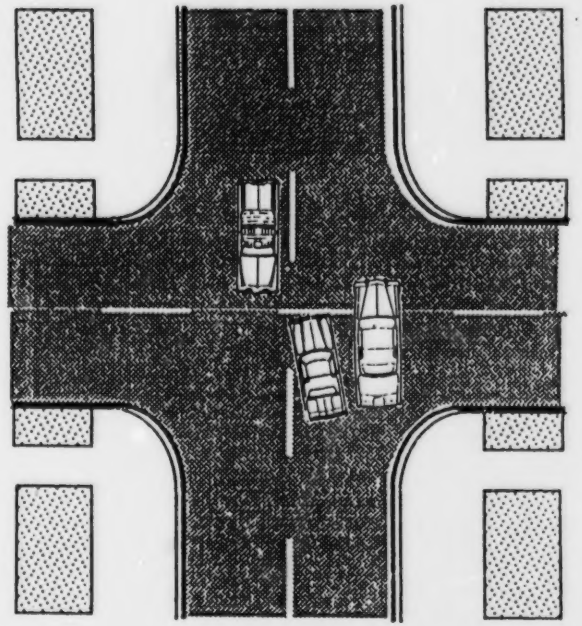
This existing non-local traffic especially on 1 Avenue, causes this shopping area to be seen as an unfriendly pedestrian environment because of the volume of traffic and vehicles travelling double width (Figure 17).

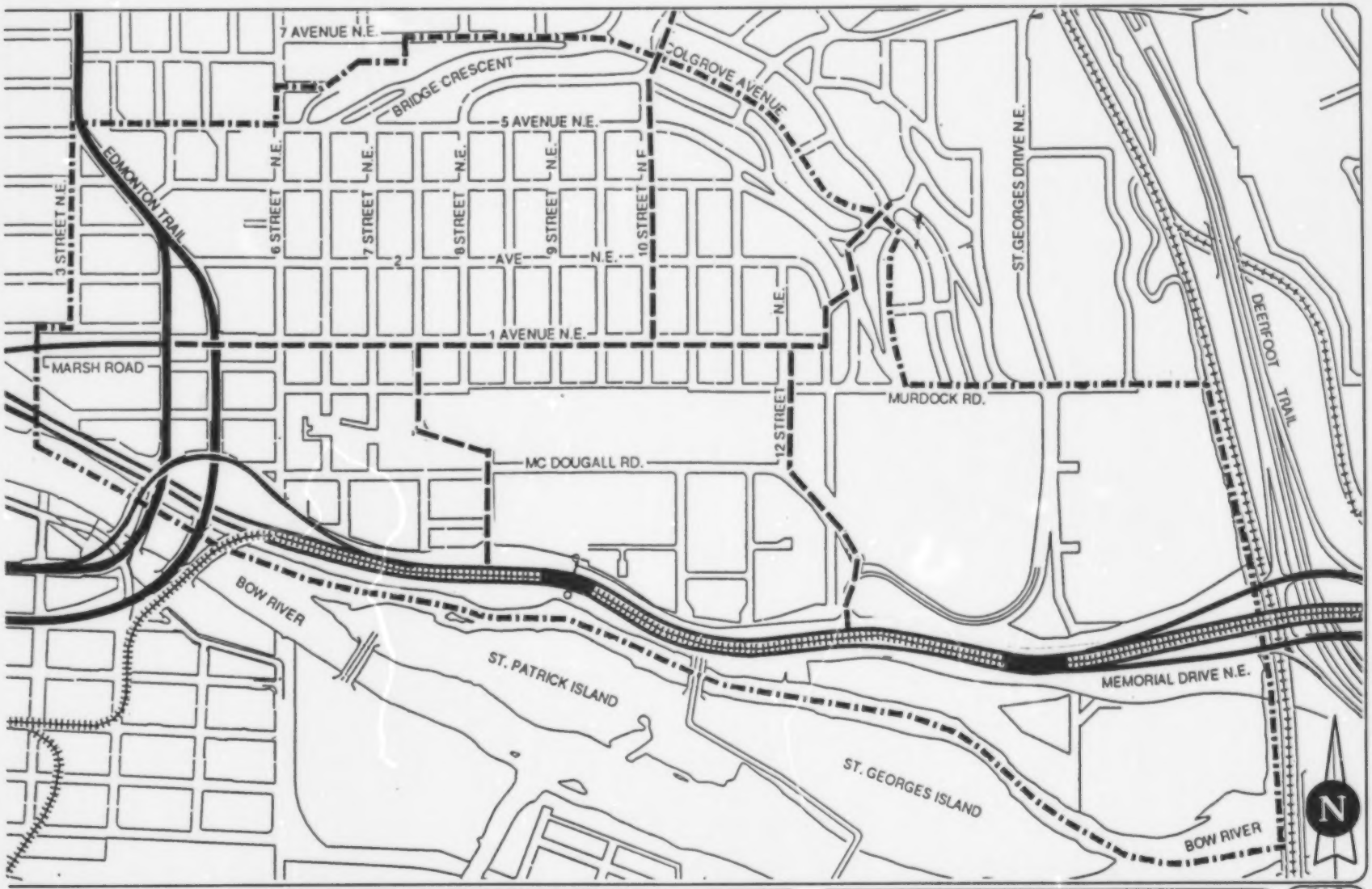
Community residents have identified safety, traffic volume and traffic speed as priority issues on 1 Avenue N.E. Many seniors, children and people with special needs must cross this street to access the Bow Valley Centre and Langevin School. The current volumes make crossing it very difficult.

10 Street is designated in the Transportation By-law (3M82) as a collector and has only residential frontage. Its environmental design guideline is 5,000 vpd but is now only carrying in the order of 4,000 vpd.

Residents on 10 Street have identified traffic speed, pedestrian safety and traffic volumes as major issues.

FIGURE 17
INTERSECTION PLAN WITHOUT BULBS





LEGEND

EXPRESS WAY — SHORT CUTTING ROUTES

MAJOR STREET

L.R.T. LINE — STUDY AREA BOUNDARY

BRIDGELAND- RIVERSIDE

FIG. 18

TITLE: **TRAFFIC SHORTCUTTING ROUTES**

DATE: JULY 1991

0 500 1000'

0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

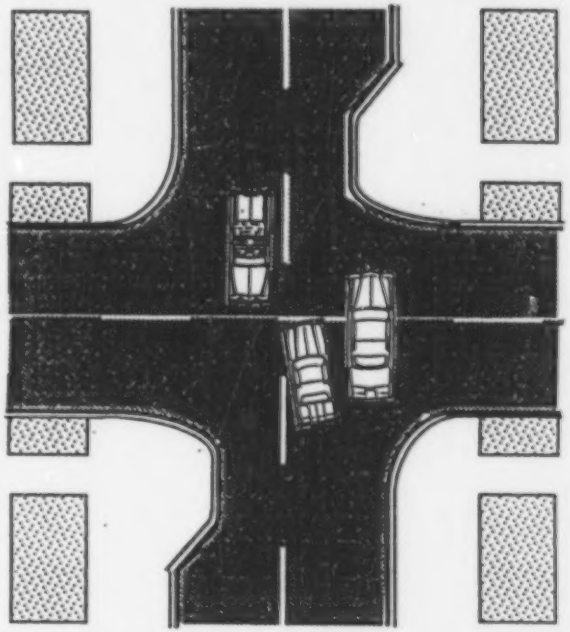
After reviewing these concerns, the Transportation Department has concluded that:

a) the 1 Avenue - 10 Street route is a definite shortcutting route from the Downtown to the northeast area for motorists in the morning and evening peak periods (see Figure 18). A licence plate study traced traffic on 1 Avenue east of Edmonton Trail and it indicated that the amount of shortcutting traffic can be as high as 21 percent of the A.M. peak period.

b) the Bow Valley Centre (Calgary General Hospital) traffic accounts for approximately 25% of the vehicle trips on 1 Avenue west of 7A Street N.E. Due to its location in the centre of the community, however, it means that 1 Avenue will continue to carry traffic volumes above its 5,000 vpd environmental design guidelines.

The volume of traffic on 1 Avenue is a problem for the existing businesses. The installation of traffic reduction measures to reduce non-local traffic on 1 Avenue, however, could discourage shoppers from outside the community utilizing the 1 Avenue retail shops. At present many of these retail shops are dependent on shoppers from outside the community to operate their businesses. Consequently, there is a growing consensus that slowing down the speed of the existing traffic rather than reducing the volume of traffic may meet the objectives of both residents and business people. The bulbing of intersections is proposed to increase pedestrian safety without necessarily reducing traffic volumes. This bulbing scheme is shown on Figure 19.

FIGURE 19
INTERSECTION PLAN WITH BULBS



While shortcutting traffic has been identified on 10 Street, it is difficult to reduce the volume of traffic without it moving to another local street in the vicinity.

Recommendation

After careful analysis of the short-cutting problem on 1 Avenue and 10 Street, the reduction of the traffic on these streets and particularly on 1 Avenue would not be in the best interests of the businesses and the residents because of the location of the hospital in the centre of the community and the dependency of the local retail shops on shoppers from outside the community. A bulbing plan to slow down the existing traffic to permit pedestrians to safely cross local streets is proposed. Amendment #14, 5, addresses this issue.

Issue 19: Additional transportation related issues.

During the course of the A.R.P. review, residents identified other transportation related concerns which are outlined below:

- Traffic from the Bow Valley Centre (Calgary General Hospital) and Carewest impacts the community.
- Visitors and staff from the Bow Valley Centre and Carewest park on residential streets.
- Danloe Street - Child Avenue - Cardell Street - 1 Avenue have been identified as a major short-cutting traffic route.
- 7A/8 Street and 12 Street are carrying traffic volumes above their environmental design guidelines.
- Improved access to transit services and safe access to the Bridgeland/Memorial LRT Station is needed.

A discussion of these issues follows:

1. Bow Valley Centre (Calgary General Hospital) and Carewest Traffic:

   These facilities are situated south of 1 Avenue between 7A/8 Street, McDougall Road and 12 Street. Existing hospital and Carewest traffic uses 1 Avenue, 10 Street, 12 Street and 7A/8 Street to access these facilities. The Bridgeland-Riverside community hall, major community playfields, and many senior citizen residential facilities are also located on McDougall Road.

   Hospital-oriented vehicle trips make up approximately 25% of the existing vehicle trips on 1 Avenue and 10 Street. To reduce this volume on 1 Avenue, and encourage access and egress to the hospital and Carewest from Memorial Drive, the reclassifying of 7A/8 Street between McDougall

Road and Memorial Drive, and McDougall Road between 8 Street and 12 Street is recommended. 8 Street should also be reclassified to a collector road.

Due to the proximity of the senior citizen residential facilities and the community playfields on McDougall Road and 8 Street, both streets may require measures such as bulbing at selected locations and pedestrian crossings to slow down the traffic and ensure that seniors and children can cross these streets safely.

2. Visitors and Staff of Bow Valley Centre and Carewest park on Residential Streets:

The concern about visitors and staff from the Bow Valley Centre and Carewest parking on residential streets has been an on-going problem for a number of years. Both institutions recognize this problem in spite of ample on-site parking available for staff and visitors at reasonable rates. According to the Transportation Department, many residential streets have either one to two hour parking restrictions or are in residential parking zone "G". Residents may modify these parking restrictions. Future expansion plans for both institutions will be monitored to ensure that adequate on-site parking will be provided.

3. Danloe Street - Child Avenue - Cardell Street:

This is a another shortcutting route where traffic volumes exceed the environmental design guidelines for these roads. While Cardell Street is within the boundaries of the study area, Danloe Street and Child Avenue are immediately outside the community study area. Child Avenue and Cardell Streets are both local roads with an environmental capacity of 1000 vpd but are carrying in the order of 1850 vpd. In addition, Cardell Street is built on severe slopes (between 15 and 40%) which preclude its reclassification to a collector standard road. By contrast, Danloe Street is a collector road and a bus route.

FIGURE 20: ROAD STATISTICS

Road	Road Classification	Environmental Design Guideline (vpd)*	Traffic Volumes *(vpd)
Cardell Street	Local	1000	1,800
12 Street	Collector	5000	x 4,000 to 7,800
8 Street	Local	1000	x 2,700 to 3,600
McDougall Road	Local	1000	5,200

* vpd = Vehicle Trips Per Day
x = A Range of Volumes

Traffic volumes are a concern on this shortcutting route and a series of turn restrictions are to be implemented on a trial basis to resolve this problem.

4. 7A/8 Street and 12 Street N.E.

   7A/8 Street is a local residential road with traffic volumes ranging from 2,700 vpd at Memorial Drive to 3,600 vpd near Murdock Road. These volumes are above its environmental design guideline of 1000 vpd. 12 Street is designated as a collector from Memorial Drive to 1 Avenue N.E. and traffic volumes range from 4,000 vpd at 1 Avenue to 7,800 vpd at Memorial Drive. At the Memorial Drive location, this road is carrying volumes above its environmental design guideline of 5000 vpd. In addition, both of these streets carry a large number of trips to and from the Bow Valley Centre and Carewest facilities (as discussed above) and may require either bulbing at certain locations or pedestrian crossings.

5. Improved Transit Coverage

   During the course of the review of the Bridgeland-Riverside A.R.P., community residents identified a concern related to the inadequacy of current transit services associated with the Bow Valley Centre, the Carewest facility, Bridgeland Place and the institutional uses south of McDougall Road. Staff from these facilities are afraid to use the pathway accessing the Bridgeland-Memorial L.R.T. station during daylight and evening hours. Transit patrons who live south of McDougall Road and west of 11 Street are required to walk to either 1 Avenue, Edmonton Trail, 11 Street or the Bridgeland-Memorial L.R.T. station to access transit services.

   The community has suggested that Route #9 be modified to:

   a) provide direct linkage between the current route and the Bridgeland-Memorial L.R.T. station,

   b) to extend the existing Route #9 to include 8 Street to better provide transit service to the special needs patrons in this part of the community, and

   c) to extend this route along McDougall Road between 8 and 12 Streets to improve the transit service for staff working at the Bow Valley Centre, Carewest and other institutions in the vicinity.

   These improvements to the transit service may also provide an alternative to the automobile for visitors coming to these facilities which would reduce both non-local traffic utilizing community streets and parking on adjacent roadways.

Recommendation

Regarding visitor and staff of the Bow Valley Centre and Carewest parking on residential streets, the community will continue to address this problem through modifications to the Residential Parking Zone G and through discussions with the Bow Valley Centre and Carewest regarding future parking requirements on their respective sites.

7A/8 Street between 1 Avenue and Memorial Drive should be reclassified from a local road to a collector road. 7A/8 Street, 12 Street, and McDougall Road may require bulbing or pedestrian crossings in the future to ensure safe pedestrian crossings.

Regarding shortcutting on Danloe Street - Cardell Avenue - Cardell Street - 1 Avenue, community residents and the Transportation Department will continue to address this issue through the evaluation of the trial measures proposed for these locations.

Transit service coverage is currently under review and improvements are being considered.

While no amendment for the A.R.P. is required to address the parking and traffic problems, an amendment is required to reclassify 7A/8 Street as a collector road and to designate McDougall Road, 1 Avenue, 7A/8 Street and 12 Street as special needs pedestrian routes. Amendment 14, Section F, addresses these issues.

PROPOSED AMENDMENTS

F. PROPOSED AREA REDEVELOPMENT PLAN AMENDMENTS

Amendment #1: to address the boundary change

- Delete the paragraph titled "1. Area of Applicability", on page 10, in its entirety and substitute with the following paragraph:

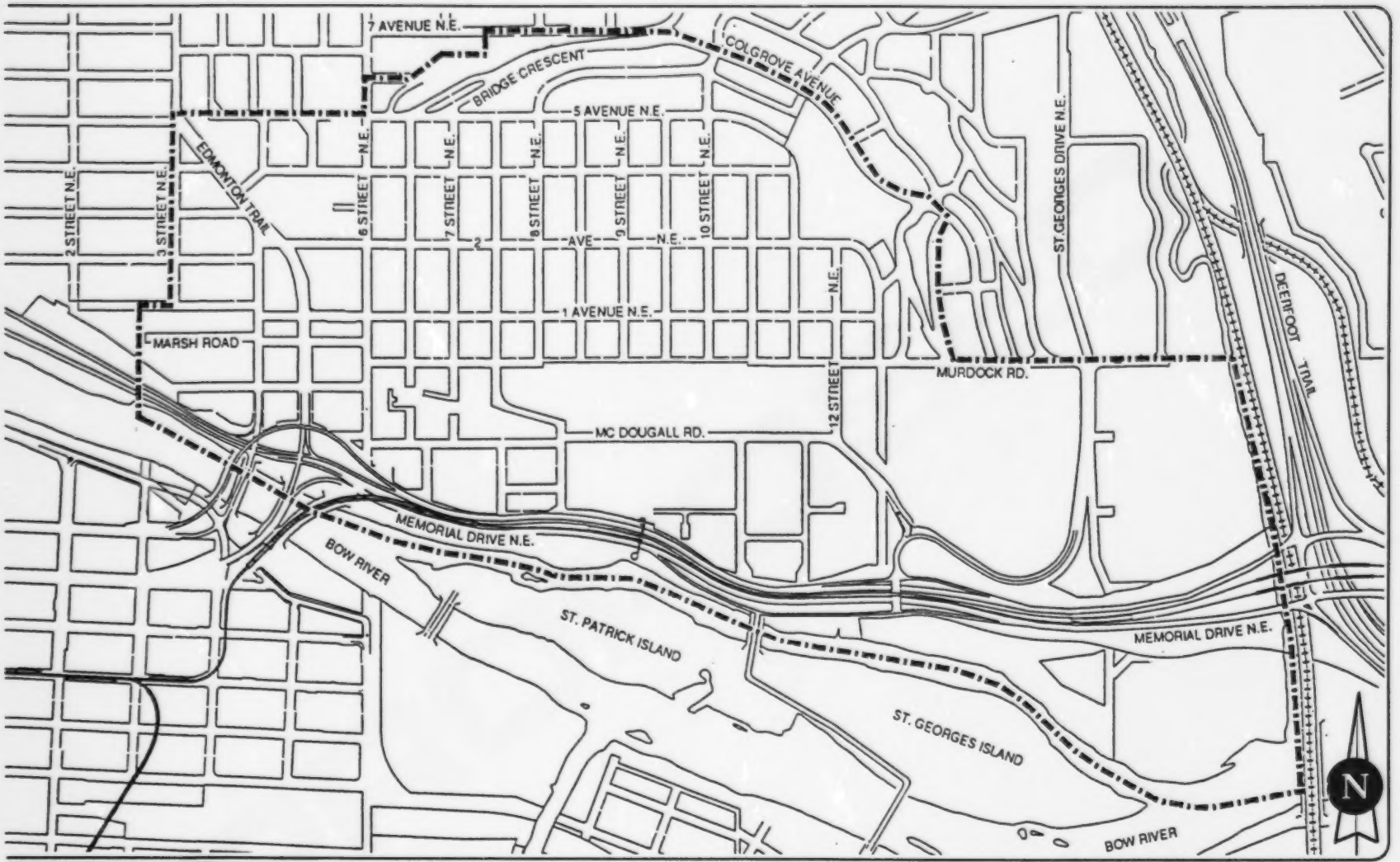
  "The area that the statutory plan applies to is commonly known as Bridgeland-Riverside. The general boundaries of this area are: 3 Street N.E. in the west, 5 Avenue, 6 Street, the south boundary of the existing church and parking lot, the lane, the south property line of residential properties, 803 to 819 - 7 Avenue, 7 Avenue, Colgrove Avenue, 13 Street, Murdock Road on the north, the C.P.R. tracks by Nose Creek in the east and the Bow River in the south. Figure 2 indicates the precise area of applicability of the Plan".

- Delete existing Figure 2 on page 11 of the A.R.P., and substitute the amended Figure 2 attached.

Amendment #2: to address the floodplain boundary

- On page 18 delete paragraph 11 in its entirety and substitute the following paragraph:

  "That within the non-family oriented redevelopment area, new developments located within the Bow River floodplain shall adhere to the floodplain management guidelines contained in the Calgary River Valleys Plan and the regulations in the Land Use By-law."



LEGEND

STUDY AREA BOUNDARY

BRIDGELAND-RIVERSIDE

FIG. 2

TITLE: **STUDY AREA**

DATE: JULY 1991

0 500 1000 Meter
0 152 304

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Amendment #3: to recognize changes in land use

- Strike out Land Use Areas map (Figure 3) on page 17 of the A.R.P. and substitute the Generalized Land Use map (Figure 3) attached.

Amendment #4: to address the issue of residential redevelopment guidelines

- Add to page 19, a new paragraph 17, and subsections 17.1 to 17.6, and paragraphs 18 and 19 as follows:

"17. For that part of the community within the Conservation Area, the following development guidelines and decorative features in addition to the rules of the Land Use By-law (2P80) and the Single-Detached In-fill Housing Guidelines for Established Communities, should be incorporated, where feasible, into the design of new residential developments or additions to existing dwellings. These guidelines are not intended to restrict the development of new residential dwellings or additions. They are intended, rather, to provide some examples of existing historical elements that could be retained in new developments, to enable such developments to be compatible with the existing character of the community. These development guidelines are outlined below:

17.1. Compatibility with the existing streetscape:

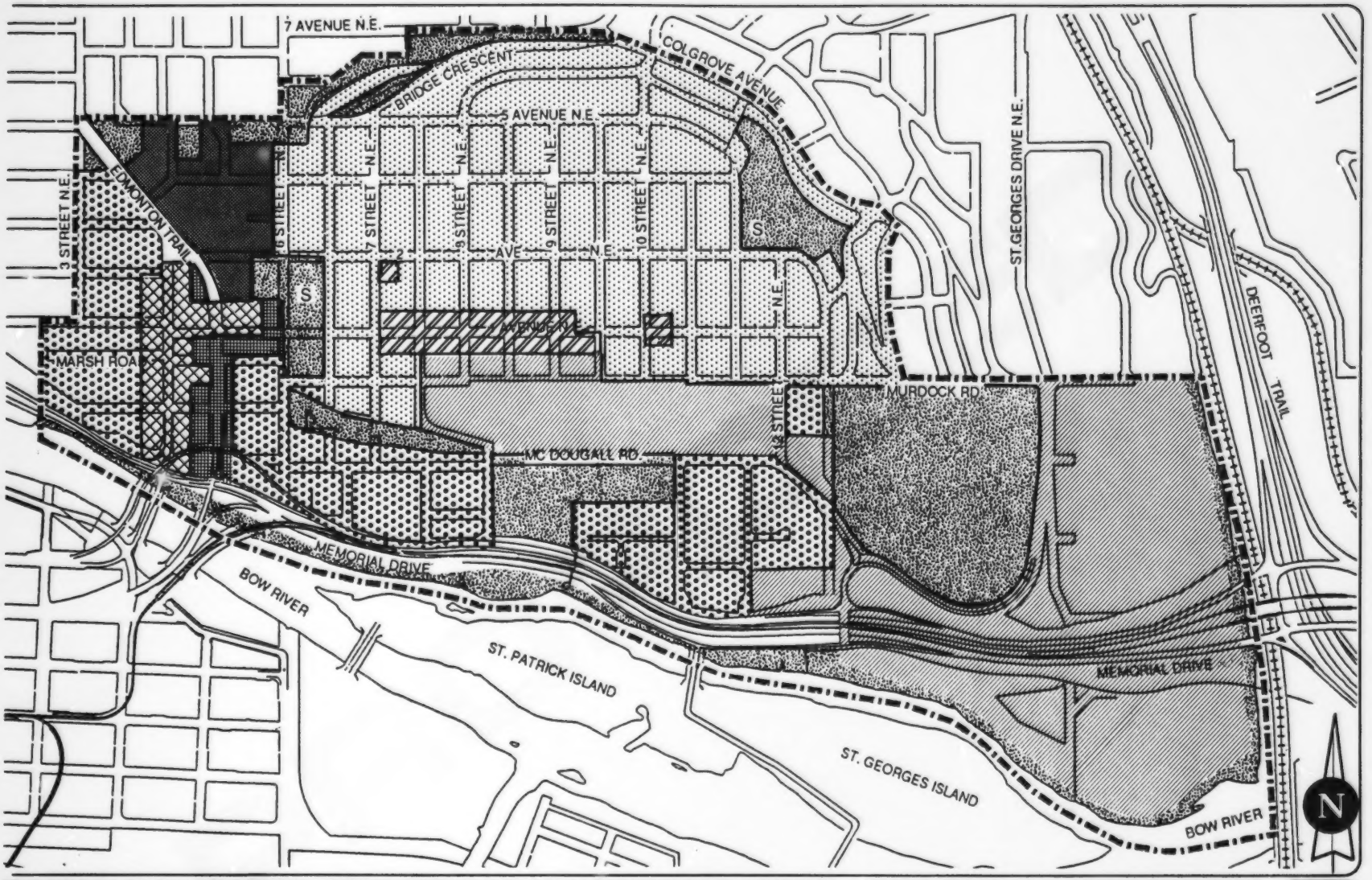
a) New residential developments should be compatible with the general pattern of the streetscape in terms of building height, building form, and architectural massing. Note: it may be necessary for the developer of new residential units to reduce the proposed floor area particularly on the second storey in order to achieve a building mass that fits into the context of the street.

b) Front and side yard setbacks of new residential developments should approximate the established pattern on the block. (Note: to reduce overlooking and overshadowing of neighbouring properties, a proposed development should step down in height to be not more than one storey higher than the adjacent structure or yard. Where the new infill building extends beyond the rear yards of existing adjacent buildings, windows, and second storey balconies should be carefully placed and oriented to face away from neighbouring yards to preserve their privacy.)

c) The roof shape of new residential developments should relate to the roof shapes of the existing streetscape.

d) Chimneys visible from the street should be boxed in by a brick or stucco chase or other complimentary materials.

e) Window arrangements and form should compliment the housing in the area. Windows should not be positioned directly opposite neighbouring windows.



LEGEND

- CONSERVATION
- FAMILY ORIENTED REDEVELOPMENT
- NON FAMILY ORIENTED REDEVELOPMENT
- NON FAMILY ORIENTED REDEVELOPMENT (POSSIBLE CONVERSION TO GENERAL COMMERCIAL)
- GENERAL COMMERCIAL
- LOCAL COMMERCIAL
- S SCHOOL
- INSTITUTIONAL
- OPEN SPACE
- STUDY AREA BOUNDARY

BRIDGELAND-RIVERSIDE

FIG. 3

TITLE **GENERALIZED LAND USE**

DATE: JULY 1991

0 500 1000

0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

17.2. Development on the escarpments:

a) Residential developments on the escarpments should be slope adaptive or stepped back to conform to the natural contours.

b) New dwellings or additions to existing dwellings on the escarpment or the ridge of the escarpment should respect the views of properties above and on each side.

c) Special consideration should be given to allow rear yard balconies but only on the escarpments.

17.3. Location of Garages:

a) Front garages or driveways are discouraged except if there are neither lanes nor other vehicle access. Front drive garages or driveways may be acceptable where the majority of dwellings on the block have front drive garages and driveways.

b) If a front drive garage is permitted, the garage width should be the lesser of either a two vehicle garage or 50% of the width of the front facade of the house.

17.4. Converted Structures:

Section 23, (3)(f)(ii) and (iii) of the Land Use By-law (2P80) may be relaxed to permit a converted structure (two dwelling units) on a minimum of 418 square metres/4500 square feet of site area for the Conservation Area of Bridgeland-Riverside only.

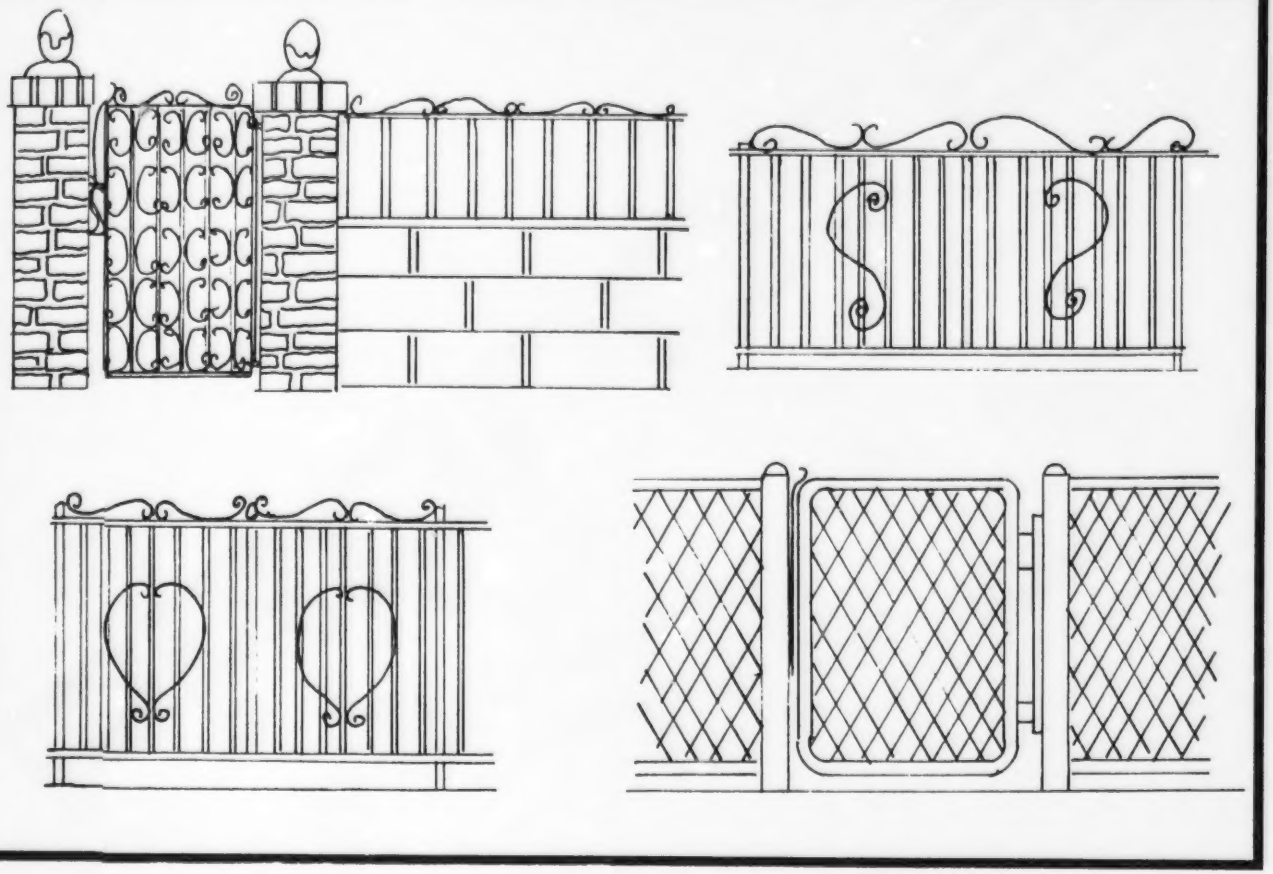
17.5. Additions

Greenhouses, cold frames or attached conservatories and sun rooms are encouraged, provided they do not interfere with privacy and sunlight of neighbouring properties, or result in overhead glazing that dominates the roof or changes the character of the front facade.

17.6 Fences

Fences are common front, side and rear yard decorative elements that should be encouraged where they are common on a particular block. Materials for fences found in the area include wood, wrought iron, brick, scroll and chain link. (See Figure 4.) Hedges include cotoneaster and caragana. These are important as they enhance the streetscape. Gravelled or hard surfaced front yards are discouraged and soft landscaping is encouraged.

FIGURE 4
EXISTING DESIGN OF FENCES



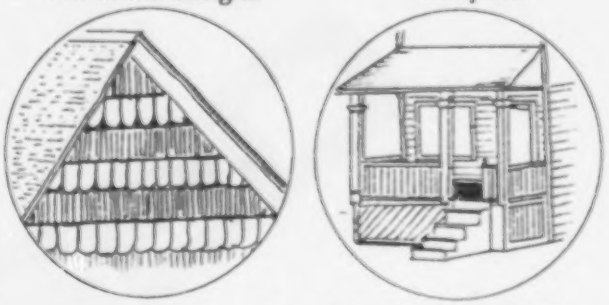
18. Historic Building Styles:

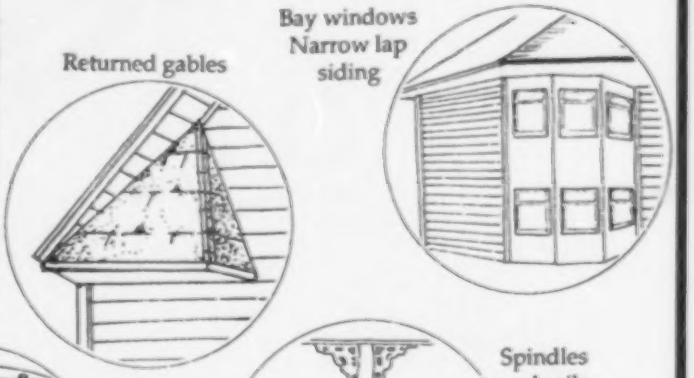
Of the many historic dwellings in the conservation area, east of 6th Street N.E., there are three basic building types or styles of historical value. New residential developments should be designed to be sympathetic to and reflect, where possible, one of these historic building styles. In addition to these historic building styles, innovative and progressive designs that are complimentary are also encouraged. These three styles and their respective decorative elements are outlined and illustrated below:

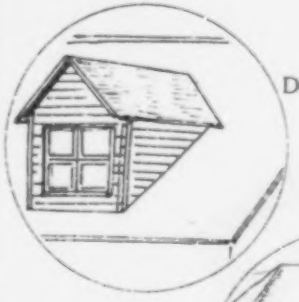
a) 1905 - 1920 Cottage Style (Figure 4)

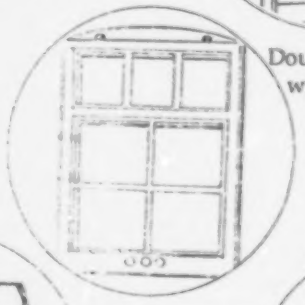
This style is characterized by two-storey dwellings, picturesque wood frame detail, decorative wooden brackets, spindles and rails, returned gable ends, double hung windows, steep roof-lines (12/12), second storey front balconies, transom windows, small decorative windows, bay windows, dormers that compliment existing roof-styles, sun porches, ornamental shingle siding, brick and shiplap siding, wood picket fences.

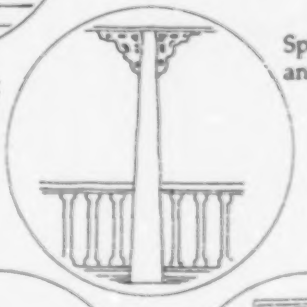
FIGURE 5
1905 - 1920 COTTAGE DWELLING STYLE

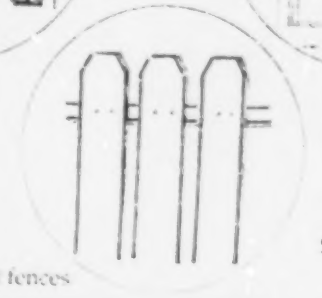


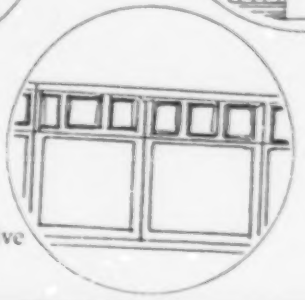












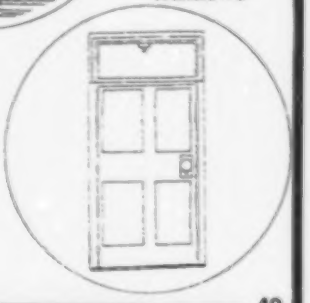
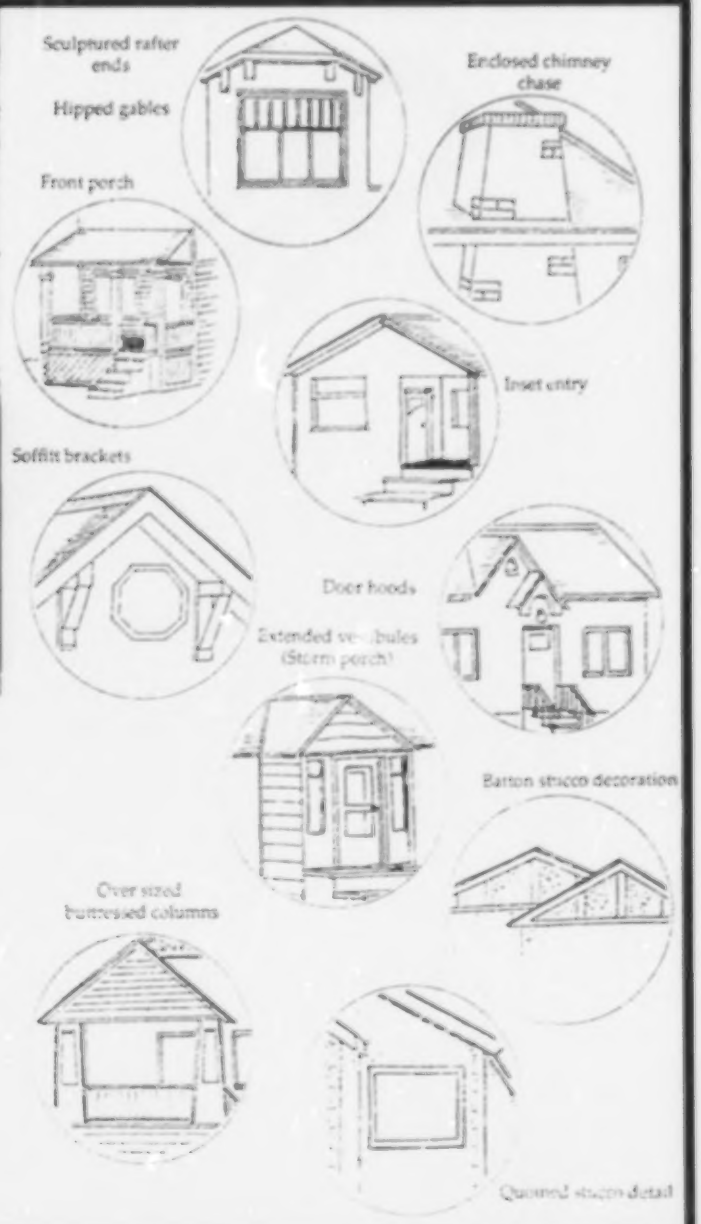


FIGURE 6
1930 - 1940 BUNGALOW DWELLING STYLE



b) 1930 - 1940 Bungalow Style (Figure 5)

This style is characterized by one storey buildings with front porches, over-sized columns, exposed timber ends and stucco decorations, quoined stucco detail, inset entries, enclosed chimney chase, extended vestibules, front entrance porticos, soffit brackets, sculptured rafter ends, hipped gables, narrow painted siding, header and sill siding bands, medium to high sloped roofs (8/12) and flat roofs.

c) 1950 - 1960 Bungalow Style (Figure 6)

This style is characterized by one storey bungalows with raised foundations, 4/12 sloped and cottage roofs, wide horizontal siding, stucco and brick siding, metal railings, fixed centre with opening side light windows, extended vestibule and portico entries, wrought iron fences. This building type often includes Mediterranean elements such as wrought iron balconies, tiled roofs, brick facades, and brick and stucco archways on fences and building facades.

19. To acknowledge the concerns of property owners and residents that the redevelopment guidelines may discourage appropriate new residential development, the impact of these guidelines should be evaluated after one year. It is recommended that a report on this monitoring program be undertaken by the Planning & Building Department."

Amendment #5: to address road noise from the 4 Avenue S.E. flyover

- Delete the last three lines of paragraph 12 on page 18 and replace with:

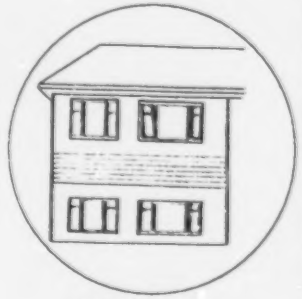
  "in such a manner as to meet the Council approved 60 dB(A) noise guideline for outdoor amenity space."

FIGURE 7
1959 - 1960 BUNGALOW DWELLING STYLE

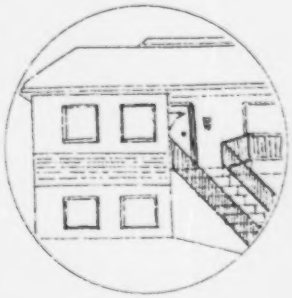
Front Brick
Facade
Converted Structure

Configuration
of roof

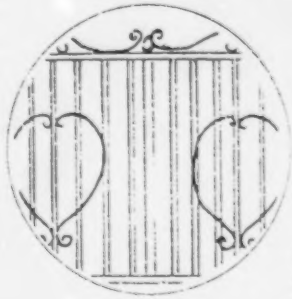
Tile Roof
Brick Facade



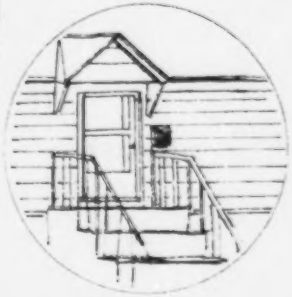
Fixed Centre
with Opening
Side Light
Windows



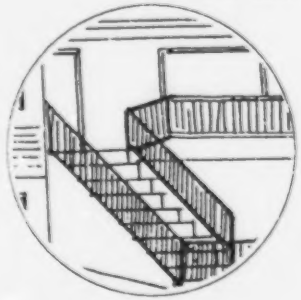
Raised Foundations



Wrought Iron
Fences



Porticos



Metal Railings

Extended
Vestibules

Amendment #6: to address the changes in commercial land use policy

- Renumber paragraphs 5 to 8, page 20 as paragraphs 9 to 12 and add the following paragraphs as 5, 6, 7 and 8.

  "5 - That the existing commercial/residential boundary on the north side of 1 Avenue be maintained at 7 Street in the west and the lane between 9 Street and 9A Street in the east. On the south side of 1 Avenue, the commercial/residential boundary should be maintained at 7 Street in the west and 9A Street in the east.

  6 - That the north/south commercial/residential boundary be established as the greater of either three lots (38.4 metres/126 feet) or the existing commercial boundary at the time of approval of this by-law.

  7 - That a portion of the Bow Valley Centre parking lot should be redesignated from PS to C-1 to accommodate commercial uses in accordance with #6 above and in accordance with the Master Plan being prepared by the Bow Valley Centre/Calgary General Hospital.

  8 - That local commercial (C-1) uses be permitted on the 1104 and 1105 - 1 Avenue N.E. sites"

Amendment #7: to address the issue of the by-lawed setback

- Add the following as paragraph 13, page 21:

  "13 - That the by-lawed setback of 2.134 metres/ 7 feet for 1 Avenue continue to be relaxed."

Amendment #8: to address the issue of commercial redevelopment guidelines

- Add the following as paragraph 14, page 21:

  "14.0 To emphasize the pedestrian-orientation of 1 Avenue N.E. east of Edmonton Trail, the following redevelopment guidelines are proposed.

  14.1 That the commercial area on 1 Avenue be designated as a special character area to reflect the 'European Village' theme.

14.2 That all commercial developments, whether new or additions to existing buildings, should be 3.7 metres/ 12 feet from the commercial/ residential property line for the first and second storeys, and 5.4 metres/ 18 feet for the third storey. The 1 Avenue facade should be stepped back 3.6 metres/12 feet on the third storey (see Figures 8 and 9).

14.3 Buildings that incorporate retail at grade and residential or office on the upper floors are encouraged.

FIGURE 8
SUN ANGLE - NORTH SIDE OF 1 AVENUE

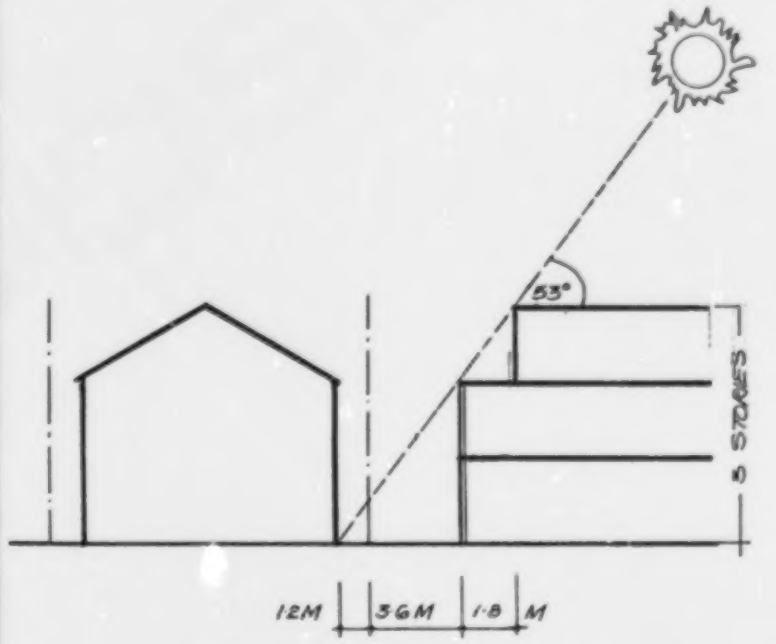
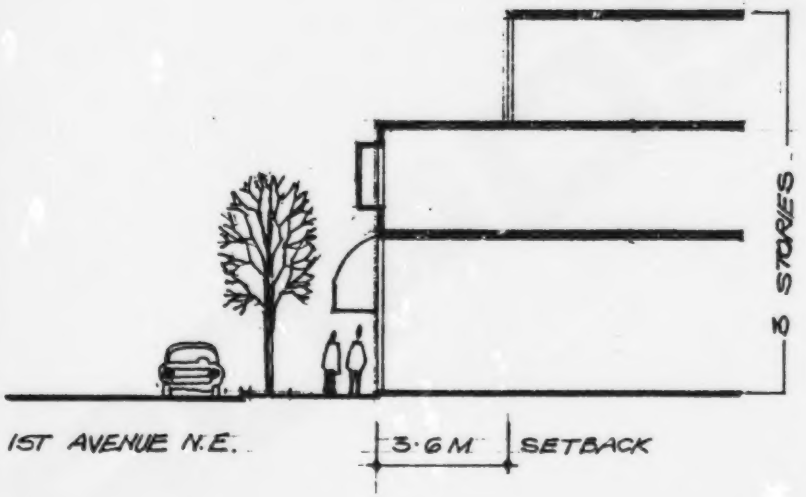


FIGURE 9
3-rd FLOOR SETBACK



CROSS SECTION NORTH AND SOUTH SIDE SHOWING 3·6M SETBACK ON 3RD FLOOR

14.4 Uniquely defined store fronts are encouraged (approximately 8.0 metre bays maximum) (see Figure 10).

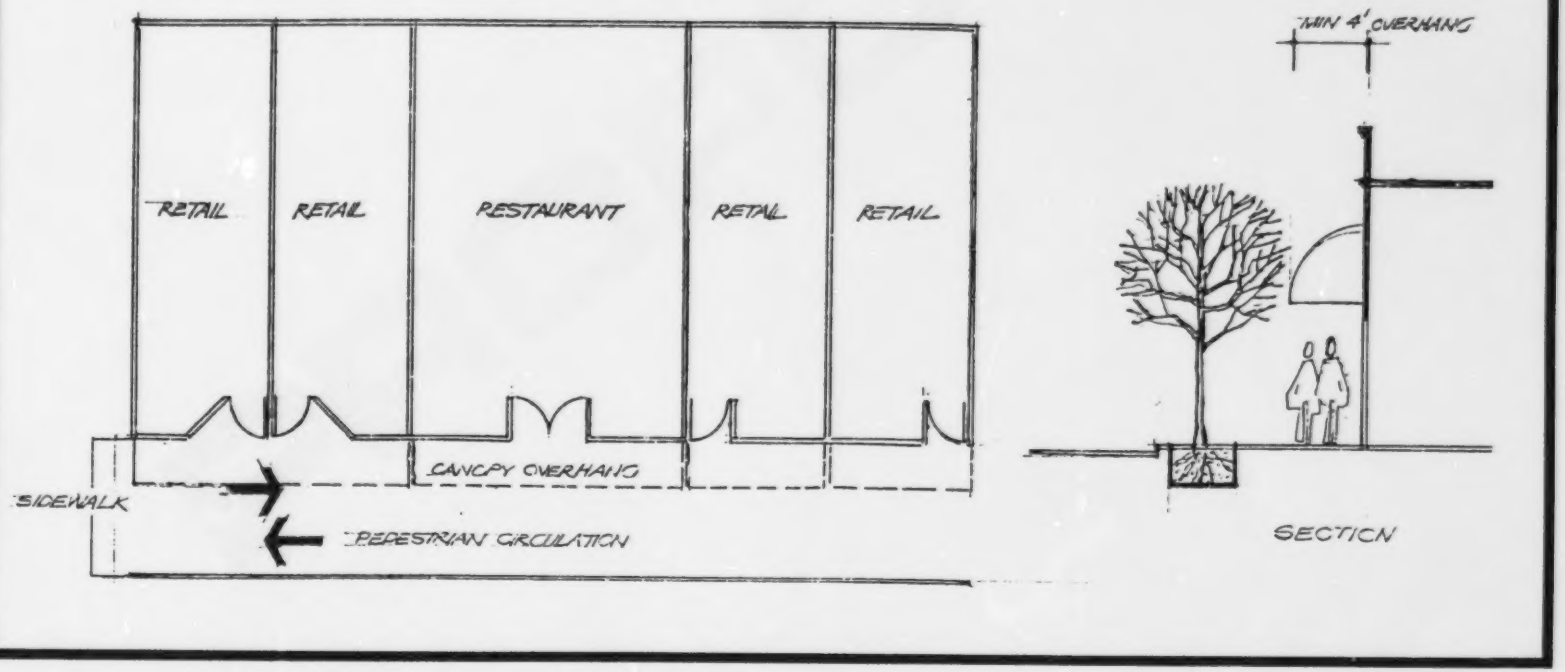
14.5 Entries should be recessed into the facade to act as a sheltered area in winter and a safe place for the door to open without intruding on the public walkway (Figure 11).

FIGURE 10
SUGGESTED FACADE TREATMENT

14.6 Lane openings should be paved to the depth of the commercial zoning and the building facades that abut the lane should be articulated in such a way as to enhance the lane.

14.7 Canopies and arcades are encouraged for weather protection (see Figure 11).

FIGURE 11
PEDESTRIAN ORIENTED COMMERCIAL DETAIL



14.8 All commercial developments should front on 1 Avenue.

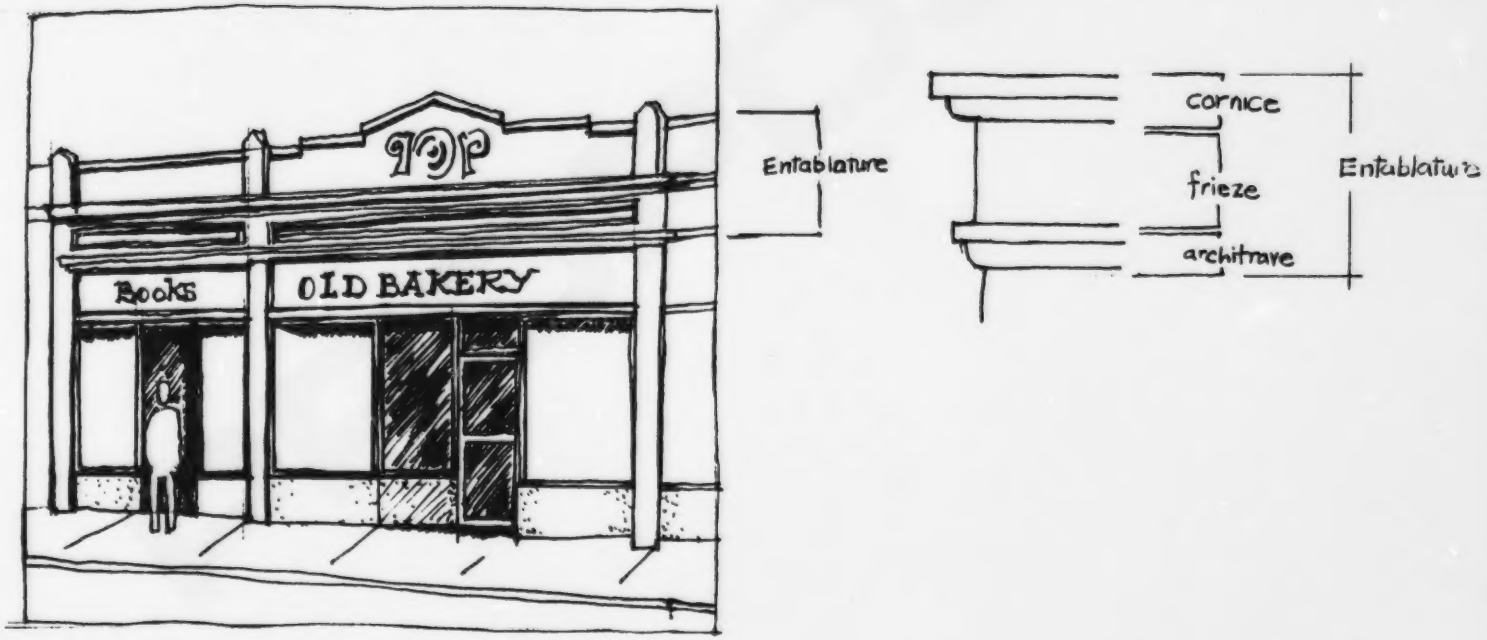
14.9 All exposed corner developments should have detailed facade treatments on the exposed side (Figure 12).

FIGURE 12
SUGGESTED CORNER DEVELOPMENT DETAIL

14.10 Windows on upper floors should be surrounded by substantial amounts of solid wall.

14.11 Tops of buildings should have an entablature or strongly detailed eave (Figure 13).

FIGURE 13
SUGGESTED DETAILING-TOPS OF BUILDINGS



14.12 Development on the second level over the lane is encouraged providing that the underside exposed to the lane provides a minimum clearance of 4.5 metres and affected loading areas can be relocated to the satisfaction of all affected parties.

14.13 The present lane configuration can be revised with an L-shaped lane to allow continuous retail frontage (Figure 14).

14.14 Bay and bow windows are encouraged on the second floors."

Amendment #9: to address the need for pedestrian oriented commercial signage

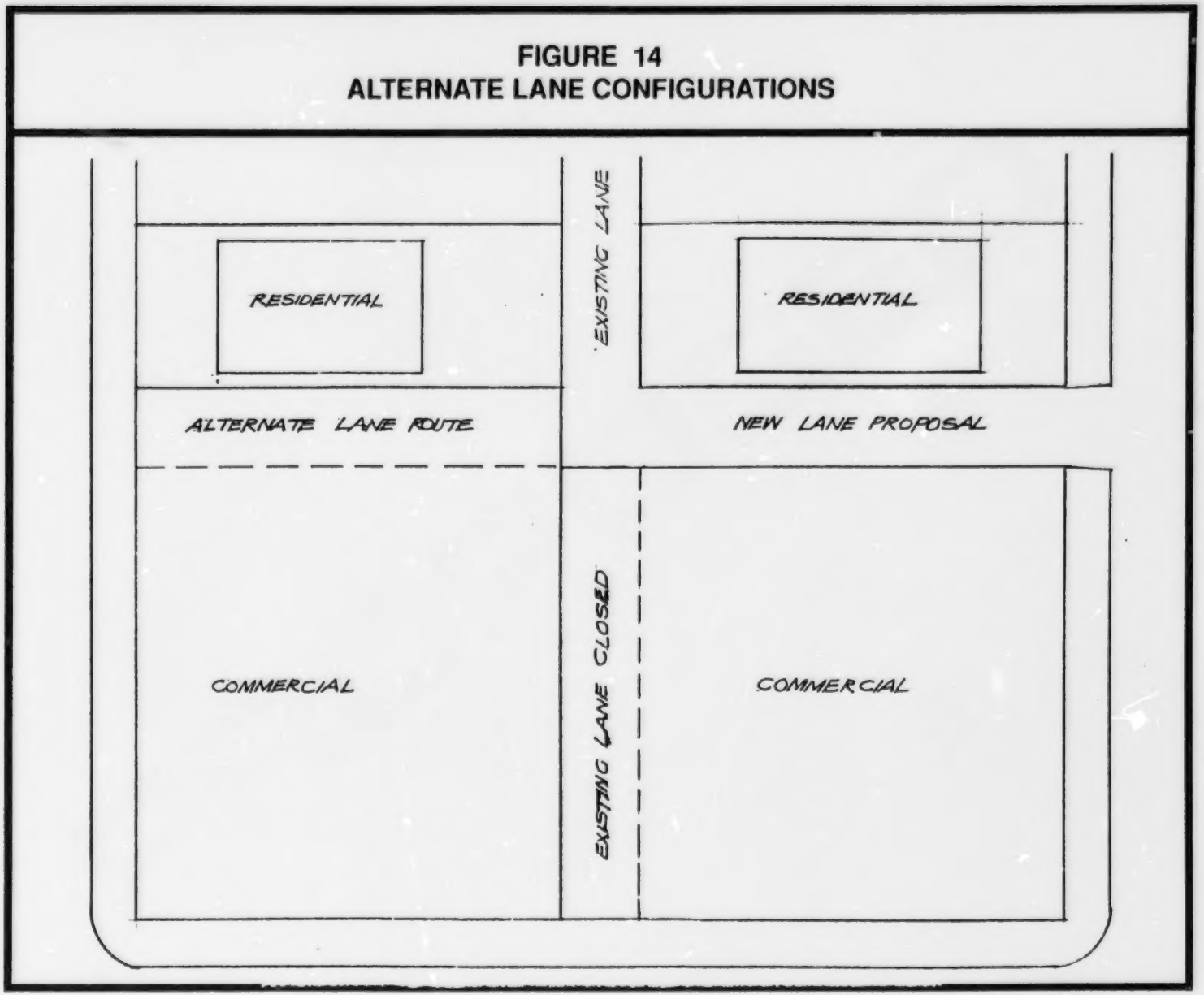
o Add the following as paragraph 15, page 21:

"15.0 To support the pedestrian-oriented character on 1 Avenue N.E. east of Edmonton Trail, the following sign guidelines, in addition to those in By-law 2P80, are proposed."

15.1 Signs designed to attract automobile traffic such as roof signs, large freestanding signs, inflatable and portable temporary signs and animated signs are discouraged. Large third party advertising signs are also discouraged in favour of smaller, pedestrian scale third party advertising signs designed in conjunction with the European Village theme.

15.2 Awnings and canopies are encouraged and may be backlit.

FIGURE 14
ALTERNATE LANE CONFIGURATIONS



15.3 Signage should be limited to a maximum of two principal signs for each business (one fascia and one projecting) (Figure 15), provided there is adequate private property but not canopy and projecting signs combined in the same frontage.

FIGURE 15
SUGGESTED SIGNAGE

15.4 Painted wall signs or murals are encouraged with a low key advertising message and emphasis on an artistic orientation which contributes to the European Village theme.

15.5 Banner signs are not permitted except street pageantry and cultural banners.

15.6 Small A-board signs are permitted on private property provided:

a) there is a maximum of one per business frontage,

b) design detail includes a European Village theme,

c) they do not exceed dimensions of 600 millimetres width and 900 millimetres height (2 feet by 3 feet).

15.7 Small pedestrian-oriented projecting signs are allowed subject to the following:

a) there is a maximum of one per business frontage,

b) design detail includes a European Village theme,

c) they do not exceed dimensions of 600 millimetres width and 900 millimetres height (2 feet by 3 feet)."

Amendment #10: to address parking on 1 Avenue N.E.

- Add the following as paragraph 16, page 21:

  "16.1 The Land Use By-law parking requirements shall not be relaxed for any use.

  16.2 Commercial parking visible to the pedestrian on 1 Avenue should be screened or made attractive."

Amendment #11: to address the open space issues

- Add the following paragraphs to page 22 under Implementation as paragraphs 7 and 8:

  "7 - That site 1, lots 19-21 of site 2, sites 3, 4, 5, 6 and 8 in Figure 16 be redesignated PE.

  8 - That if lots 16-18 of site 2 are demonstrated by soil stability tests to be unsuitable for residential development, they should remain as open space and redesignated PE.

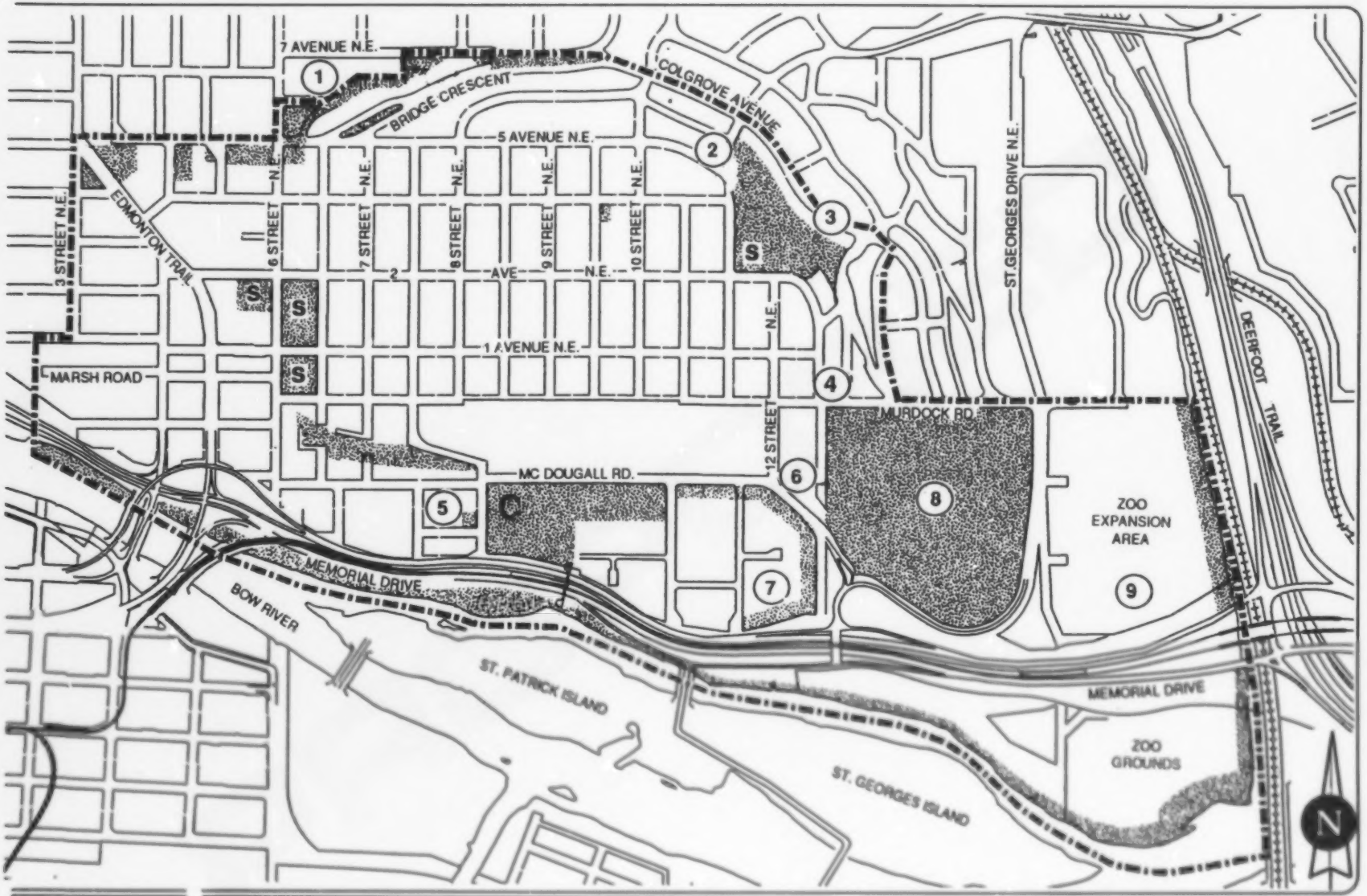
  9 - That the road rights-of-way not required in the future on the Calgary Zoo lands (site 9, Figure 16) be closed and lands designated UR be redesignated to A."

Amendment #12: to address the need for an open space map

- Add Open Space Map as Figure 16 to the Open Space section of the A.R.P.

Amendment #13: to address the need for a transportation system map

- Strike out existing Figure 4, page 24 of the A.R.P. and substitute with Transportation System Map as Figure 17 attached.



LEGEND

- OPEN SPACE
- S SCHOOL GROUNDS
- C COMMUNITY CENTRE
- STUDY AREA BOUNDARY

BRIDGELAND- RIVERSIDE FIG. 16

TITLE: OPEN SPACE (Sites for implementation)

DATE: JULY 1991

0 500 1000'
0 152 304 Metres

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Amendment #14: to address shortcutting traffic and other related traffic issues

o Add the following to the Transportation Section of the A.R.P. as paragraphs 5 through 9:

"5 - That the bulbing of certain intersections on 1 Avenue be carried out for the purpose of maintaining traffic volumes and improving pedestrian safety. Residents living in the vicinity of these streets should be involved in the final decisions.

6 - That McDougall Road and 7A/8 Street be reclassified from residential to collector status to reflect their current use as access and egress of hospital and institutional traffic to and from Memorial Drive.

7 - That any upgrading of the hospital or of institutional facilities be monitored to ascertain the impact of future traffic on community streets.

8 - That McDougall Road, 1 Avenue, 7A/8 Street and 12 Street be recognized as special needs pedestrian routes to ensure safe pedestrian crossings. The safety of these special needs groups in the community should be given consideration in any discussions on the need and location of crosswalks, signs, pedestrian corridors or corner bulbs on these streets.

9 - That all other roads in the community should retain their existing designation in accordance with the City of Calgary Transportation By-law 3M82, as amended by By-law 64M84, and By-law 29M90 as follows:

Expressways

- Memorial Drive N.E.

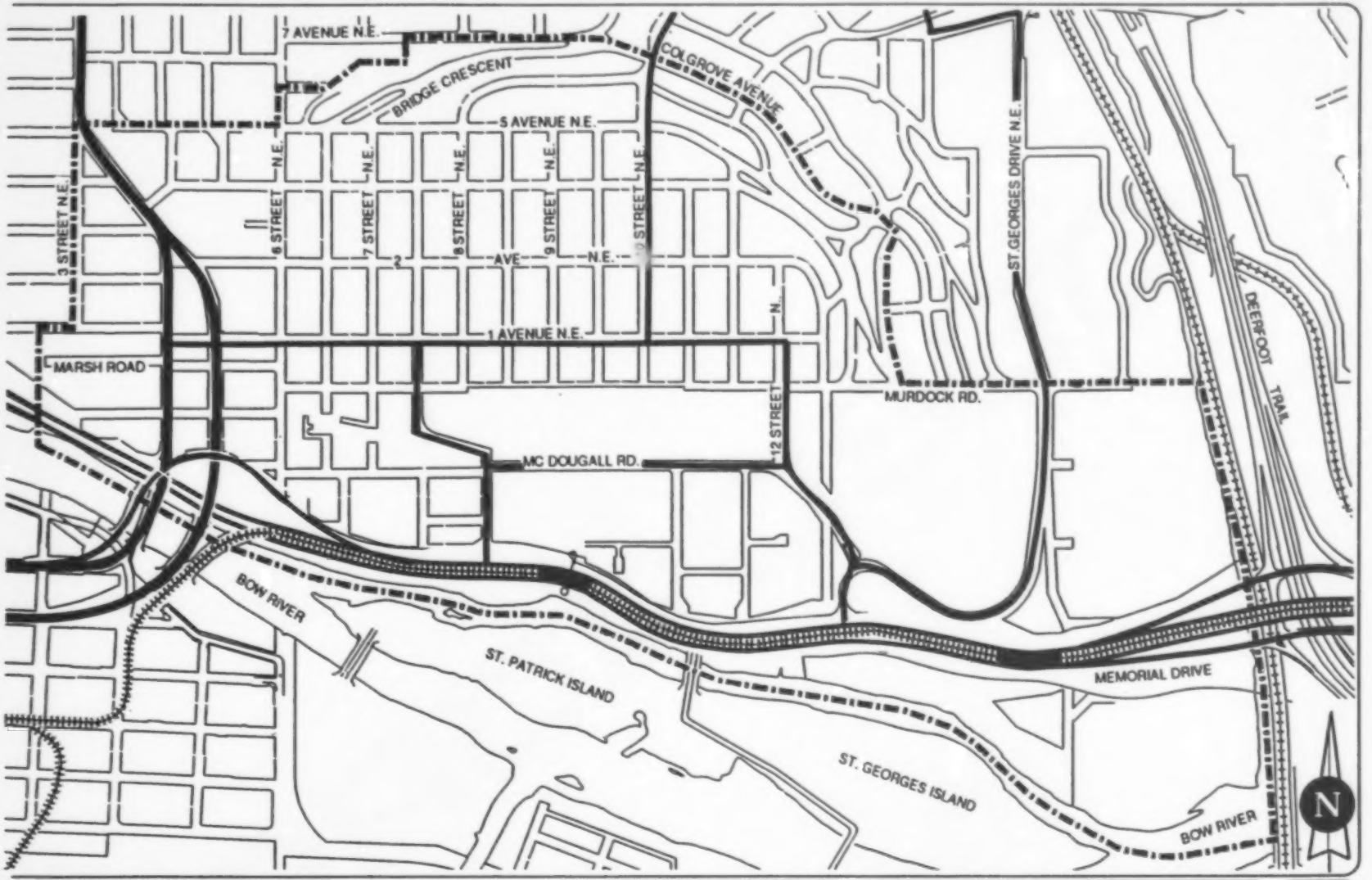
Major Roads

- 4 Street N.E.
- Edmonton Trail N.E.

With the exception of those roads noted below as collector roads, all other roads in the community are local roads:

Collector Roads

- 1 Avenue N.E. between 4 Street and 12 Street N.E.
- 7A/8 Street N.E. between 1 Avenue and Memorial Drive.
- 10 Street N.E. between 1 Avenue and 8 Avenue N.E.
- 12 Street N.E. between Memorial Drive and 1 Avenue N.E.
- McDougall Road N.E. between 8 Street and 12 Street.
- St. George's Drive N.E. between Memorial Drive and 8 Avenue N.E."



LEGEND

- EXPRESSWAY
- MAJOR STREET
- COLLECTOR STREET
- L.R.T. LINE AND STATION
- STUDY AREA BOUNDARY

BRIDGELAND- RIVERSIDE

FIG 17

TITLE **TRANSPORTATION SYSTEM**

DATE: JULY 1991

0 500 1000'

0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

COMMUNITY POINT OF VIEW

1991 July 10

Mr. R.K. Parker
Director of Planning & Building
The City of Calgary
P.O. Box 2100, Postal Station "M"
Calgary, Alberta T2P 2M5

Dear Sir:

RE: Proposed Amendments to theBridgeland-Riverside Area Redevelopment Plan

On 1991 July 08, the Board of Directors of the Bridgeland/ Riverside Community Association unanimously voted in favour of the proposed amendments to the Bridgeland-Riverside Redevelopment Plan (A.R.P.) with the following additions for the purpose of clarification:

Amendment #1

A. Page 42: lines 7 and 8 should be modified to read: 819 - 7 Avenue (to exclude the houses on 7 Avenue), 7 Avenue, Colgrove Avenue, Cardell Street, Edward Avenue, 13 Street, 8 Avenue on the north, 13A Street, Phair Avenue, 14 Street, Murdoch Road and CPR tracks by Nose Creek on the east.

This A.R.P. boundary change has been approved by the Renfrew Community Association.

The purpose of boundary change is two-fold:

1. To permit consistency in the treatment of land use amendments and development permit applications in the northeast area of the community, and

2. To permit the rehabilitation and landscaping of parkland on the east slope of Nose Creek Valley Park by the Bridgeland-Riverside community.

B. Figures 2, 3, 16 and 17 should be modified to reflect the boundary change recommended in part A above.

Amendment #4

On page 44, 17.1.a) delete: "Note: it may be necessary ..... of the street" as it is redundant.

17.1.e) delete: "Windows should be p[ositioned away from neighbouring yards and windows" and replace with windows should not be positioned directly opposite from neighbouring windows."

Page 46, 17.2.d) add: "Special consideration be given to allow rear yard balconies on the escarpments."

17.3.a) add: "or if the home is located upon the escarpment and placement of a rear garage is inappropriate due to steepness or detracting from the view potential of the lot."

17.5: in line 7, after the words "historic building styles," add "In addition to the historic elements, innovative and progressive designs are encouraged.

Page 50, 17.6 additions, replace "character of the street" with"character of the front facade."

Page 52, Amendments #6, revise paragraph 8 to read "that local commercial (C-1) uses be permitted on the Northeast Grocery site (1104 - 1 Avenue N.E.)."

Page 64, Amendment #11, that paragraph 7 be amended to read "that site 1, lots 16-21 of site 2, sites 3, 4, 5, 6 and the tennis courts in Figure 16 be established as open space and redesignated PE."

Add paragraph 9 "that a linear pathway be established linking Crescent Heights Community and sites 1, 3 and 5 in the Bridgeland-Riverside Community and Nose Creek Valley Park.

Add paragraph 10, "that the Trojan and Barnieh lands be incorporated into a comprehensive review of the Nose Creek Valley Master Plan."

Page 66, Amendment #14: add to paragraph 8 after pedestrian crossings. "Due to their proximity to the special needs recretaion area (seniors' park) and Tom Campbell's Hill, that special pedestrian crossings be developed to ensure the safety of seniors and disabled persons."

Add a paragraph 10 "that the Bridgeland-Riverside A.R.P. study area be recognized as a pedestrian oriented area.

New item - 4 Street N.E. Commercial Area

The revitalization work mandated by Council for this street has been delayed while a revitalization plan for 1 Avenue was prepared. Consequently, the community association would like the follow-up work identified under Issue 10, page 21 to be the subject of a report to Council one year after City Council has reviewed these A.R.P. amendments.

On behalf of the Board of Directors, I want to thank City Council and the staff from the many City Departments for the opportunity to work on these A.R.P. amendments.

Yours truly,

Jim Webster
President